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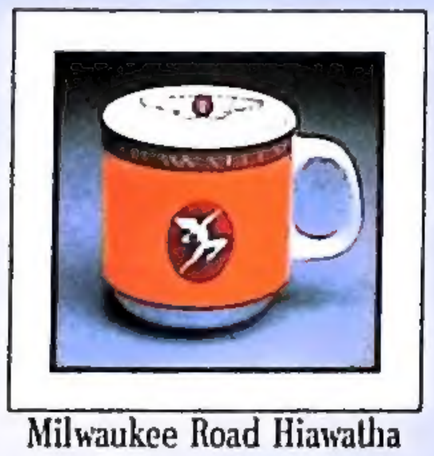
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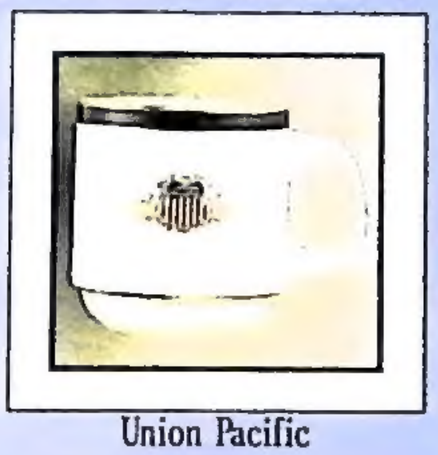
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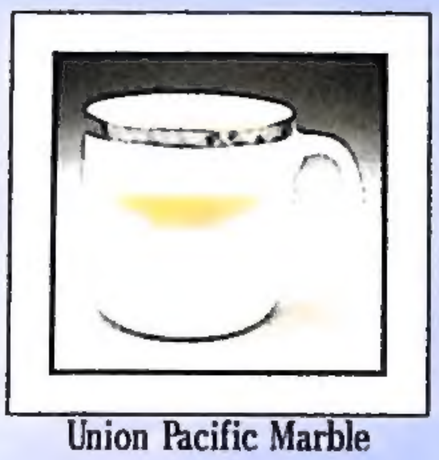
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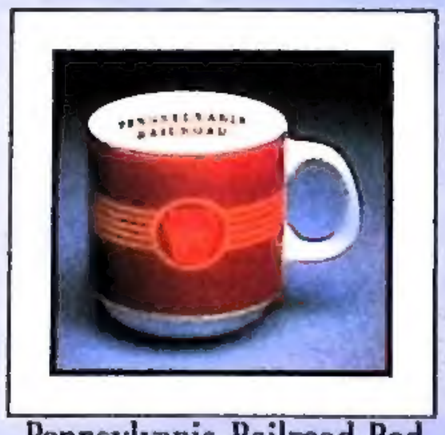
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GE AC6000CW prototype 6000 was photographed on GE's test track (**above**) at Harborcreek, Pa., on December 17, 1995. The 6000-h.p. unit was being tested with UP "convertible" AC6000CW's (**right**) 7013, 7014 and 7015. The three UP units are among 35 being delivered at 4400 h.p., to be upgraded later to 6000 h.p. See RAILNEWS.

Railnews

BNSF CORPORATION

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NEW BNSF UNITS which were placed on order before the merger are being delivered in their respective BN and Santa Fe liveries. On January 21, Santa Fe SD75M 8257 and BN SD70MAC 9712 posed for company photos (**above**) at Chicago. The 9712 was then photographed at Gibson Yard in Omaha (**right**) on January 22. Despite BNSF lettering on the sides, the units retain their BN and Santa Fe nose heralds. There is now talk that the two paint schemes may remain permanent fixtures on the BNSF. See RAILNEWS.

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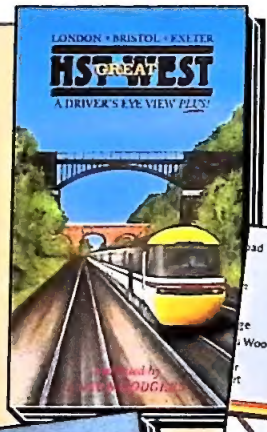


Our programmes fall into three main categories, Driver's eye views, Features and Archives. We have selected 5 of our 30 plus range for introduction into the USA.

The most popular of all are **DRIVER'S EYE VIEWS**. As the name suggests these put you up front with the engineer. For our launch into America we are offering three titles:

❶ SkyeTrain. Scotland's scenic Inverness to Kyle of Lochalsh Highland line hauled by a class 37 diesel locomotive. Dozens of on board shots, runbys and helicopter shots epitomise our driver's eye view technique in this magic route towards the Isle of Skye. *90 mins.*

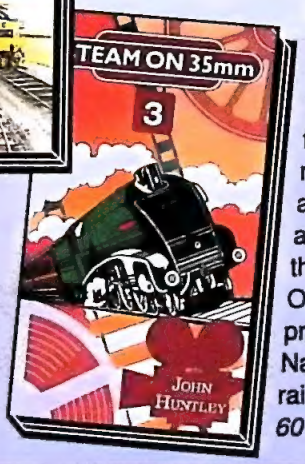
❷ HST Great West (High Speed Train). Take an exhilerating 125 mph ride along the former Great Western Railway main line from Paddington Station London to Bristol. The stereo sound alone should thrill you. With a diesel power car at both ends, the numerous runbys have to be heard to be appreciated! *95 mins.*

❸ Central. A subway ride right through the very heart of the capital on London Underground's Central line tube. Once again a historical and entertaining commentary coupled to the mind-boggling stereo sound makes for a brilliant experience. *90 mins*

The second main category is **FEATURES.**

Rolling Stone is a documentary about General Motors-built class 59 diesel freight locos squeezed into the British loading gauge and shipped across the Atlantic for service in the UK. We look inside, outside, over and under the class 59s owned by stone quarry firm ARC Ltd. We even take the loco out on the road for a "test drive" hauling a fully laden train of 4000 tonnes single-handed on the privately owned quarry line in Somerset. *81 mins.*

Finally, a sample of our top quality **ARCHIVE** productions.



Steam on 35mm volume 3 (latest in a series of 3). The video features out-takes from classic movies such as "Brief Encounter" and "The 39 Steps". You will enjoy a wide variety of steam action from the 1930s up to the 1960s. Originating on 35mm movie film, this programme is of the highest quality. Narration is by Britain's leading railway film historian John Huntley. *60 mins.*

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From the Publisher's desk: What's in a name?

Shakespeare said it some 400 years ago, more or less, "What's in a name? The *Portland Rose* by any other number would still smell as sweet!"

Amtrak's recent marketing study of trains in its Northeast Corridor showed that riders on this heavily traveled route didn't care about train names because they didn't add anything to the information travelers needed. The former *Bear Mountain* 248/249 is now *Empire 245*. The *Connecticut Yankee* 145/146 has become *NortheastDirect 142*. The *Mohawk* has become *Empire 281*.

Our own Jim Boyd, quoted in the January 25 *Wall Street Journal* as well as on WABC, WOR and WBBM radio had his own comments, "Those turkeys, those poops. This is very distressing!"

It was even more distressing for me to hear Boyd's comments at 7:00 a.m. on John Gambling's WOR radio wake-up program.

Names, as well as numbers, were given to trains as a means of promotional identification. The *Twentieth Century Limited*, *Super Chief* and *Hiawatha* immediately brought visions of crack deluxe rail travel to the traveler's mind. Railfans hungered to photograph the *Flying Crow*, *John Wilkes Booth**, *Allouette*, *Maple Leaf* and *Rocky Mountain Limited*. Some train names denoted speed and faster service: the Rock Island *Rockets*, the Burlington *Zephyrs*, the UP's *Challenger* and New York Central's *Empire State Express*.

Some numbered trains had fame in their own right, as New York Central's *Number Forty Five* and Tennessee Central's No.9 (the latter made famous in song by Roy Acuff, although it wasn't listed in the 1939 TC timetables, while trains 1 through 4 were).

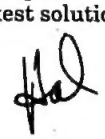
Many passenger trains were nameless, numbered commuter runs or workhorse locals. Numbered mail and express trains often carried a coach as a convenience to travelers wanting a fast overnight ride on the "red-eyes" of their day.

Employee Timetable 16 of the New York, Ontario & Western listed many name trains including 1 *Ontario Day Express*, 2 *New York Day Express*, 37 *Theater Train*, 7/8 *Sullivan County Express*, 10 *Milk*, 14 *Delhi Express* and 57/58 *Clinton Local*. Some of these names were not listed in the public timetable. In 1898 the NYO&W listed the No.5, the *Chicago Express*. What visions that creates today!

The *Susquehanna Day Express* never appeared in an NYS&W timetable. Operating (with a number) only on holidays, it was given that name by local railfans who often rode and photographed it during mid-day hours — regular trains ran only in the marginal light of morning and evening rush hours.

Many the trains carried the numeral "1." New York Central had Train No.1 running the West Shore between Weehawken and Albany, while its main line counterpart across the river also had a Train No.1 running from New York to Albany continuing on to Buffalo and boasting parlor and dining service. The NYC Harlem line also had a No.1 running from Grand Central to Pittsfield, Massachusetts.

The problem with the prestigious number "1" was what to give its eastbound counterpart — No.2 didn't quite have the same allure. The CB&Q came up with the slickest solution with the *Denver Zephyrs*: Nos. 1 and 10!



** The name of the Lehigh Valley train back in the "Lincoln pin" days. (This is the April issue.)*

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Cover

A colorful "System Red" SD40-2 leads CP Rail freight 270 past the Agway mill in Binghamton, N.Y., as it enters the Susquehanna Division for the run toward Albany on July 12, 1995. Fuji Velvia by Gary Schermerhorn.

Twenty years earlier, in July 1975, the Baldwin Sharks and a set of six-motor GE's were lined up outside the Bevier Street yard office (about a mile north of the Agway). Today Bevier Street Yard is abandoned, and the D&H is CP Rail's "Bridge Line Division." Gary Schermerhorn begins his two-part study of the D&H between Binghamton and Albany on page 52. Ektachrome by Jim Boyd.

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On the Menu

BY JAMES D. PORTERFIELD

What's Cooking in the KCS Business Train?

Mike Edmondson asserted at one point during our conversation, "Hey, this is the best chef's job in the country." Mike is the executive chef for the Kansas City Southern Railway. I recently interviewed him and came away convinced that it would be hard to argue with his claim.

The basics are these: Mike is 36 years old, married with two children and lives near Kansas City. He's a graduate of the Johnson County (Kansas) Community College Chef's Apprentice Program and the rigorous Westin Hotels-American Culinary Federation Apprenticeship Program. He worked for Westin Hotels in Kansas City and New Orleans, for the Marriott Corporation as a regional R&D chef supervising five hospital kitchens and an AlliedSignal employee cafeteria ("It was not your ordinary cafeteria," Mike says, "we served 2,000 breakfasts, 4,000 lunches and 1,500 dinners."), before joining the Kansas City Southern five years ago.

MIKE EDMONDSON is the executive chef on board Kansas City Southern's business train, which was crossing the famous Blue Parkway Bridge **(above right)** in Kansas City, Mo., on November 10, 1995.

When did you first take an interest in cooking?

"That started when I was six years old," Mike says. "My dad was with the federal government. On a 21-day trip to the Philippines on the *U.S.S. Roosevelt*, a couple of us kids roamed the ship. We quickly learned that the doors marked 'Do Not Enter' had the best things behind them. One of them took us into the kitchen. The chef eventually let us 'help,' cutting out cookies, stuffing pastries, things like that.

"Ever since then I gravitated to kitchens when my dad's assignments took us to new locations. We'd be in a hotel several weeks until we found a home. I'd go to the kitchen. I love it there. There's always something happening. People are busy doing things. The machines are interesting. The odd combination of sounds fascinate me. It's a great place to work. So in my junior year in college, when I was studying computer programming and working in a small restaurant, I had an epiphany. My future was over a stove, not in front of a screen. I transferred into the Chef's Apprentice Program."

How did you wind up in a railroad kitchen?

"I'm not sure how KCS got my name. A friend apparently recommended me. They called. I took one look at where I'd be working and was hooked. But I don't just work on the train. I also prepare meals in the executive department and in the company's private suite at Royals Stadium. (You read that right. When he's not on a train going somewhere, Mike's often at games of the Kansas City Royals baseball team or tailgating before a Chiefs football game.)

"I joined the KCS for the same reason a lot of people work for the railroad: I get paid to travel. I especially like going back over a route, maybe a year later, and seeing what changes occurred, how an area has grown. And like most Americans, I've always been attracted to trains. That's been fulfilled too.

"As a chef, I also enjoy the fact that I work with the best foods available anywhere. Kansas City is home to the best beef (Omaha residents, hold your tongue.) and poultry. Fruits and vegetables are often right off the farm. I buy meats for an entire trip, but only enough perishables to cover one or two days. I can replenish them en route. I deal with small local suppliers I've known for years, so I have access to their specialties, like naturally dried and aged beef. And I get to cook for a small number of dinners, something that a restaurant chef can only dream of."

What's it like working on the business train?

"While you're on call 24 hours a day, seven days a week, you generally know a week or two in advance that a move is scheduled. I spend eight months out of the year on the train. About half that time we are under way; the rest of the time we're stationary. We might move from Kansas City to Lake Charles, for instance, then stay there for a week before moving again.

"In the kitchen I have a four-burner stove, an oven, a broiler and both a nine-cubic-foot freezer and refrigerator — all of them commercial models. I also have a household blender and food processor. It's a pretty small space, so you have to be well organized. I'm always making up checklists of ingredients, of meals planned and of cooking steps. You have to have everything you need on hand. You can't just go in the kitchen and shoot from the hip with whatever you've got. There's no place to go if you're short something.

"Everything is cooked on board and made from scratch. I often make my stocks at home. I reduce and freeze them and then rehydrate them on board. That way they're

BOTH PHOTOS COURTESY KANSAS CITY SOUTHERN

so much richer and more healthy than commercial stocks. I also start my risen breads at home. On the train, work begins at 5:00 a.m. There may be a two-course breakfast at 6:00 a.m., 8:00 a.m. or even 9:00 a.m. Then I prepare a three-course lunch. After a break of an hour or two, I work on dinner. As much as possible, I prepare ahead of time. I may make up a sauce, or dice vegetables or the like, as much as 24 hours in advance.

"But, you know, I couldn't do this alone. I depend on a lot of other people from clerks in a yard office, who may know the best local source of supplies, to the guys in the Mechanical Department who can be called out at any hour to fire up a generator. The great camaraderie among railroad workers is another benefit of this job."

What kinds of things do you prepare for your guests?

"I want to give every customer (Mike refers to every rider he serves — executive, shipper, guest — as one of his customers) something unusual that's presented in a way different than what they may have seen before. One example is my cucumbers sauteed with fresh dill. People react saying, 'that was delicious, I've never had cucumbers done that way.' Remember, I serve some people repeatedly. It's a challenge to make each of their meals memorable. If someone is new to my car, I have to match my menus with their preferences. We call his secretary to learn his likes and dislikes and to find about any no-no's.

"I guess my favorite dishes are shrimps and scallops in a Saffron sauce over angel hair pasta, and Smoked Beef Tenderloin with barbecue-Choron Sauce (Choron is Hollandaise sauce, reduced, and finished with tomato puree). The smoked flavor is a perfect complement to the barbecue and Choron blend. For dessert, Strawberries Romanoff in tulip cups."

Willis Kilpatrick, who heads up business train operations for the KCS Lines, provided details on the new trainset freshly rebuilt and repainted by MidAmerica Car in Kansas City. The business train has been in the news lately because KCS bought four former-VIA Rail / Canadian National FP9 "cab" and "booster" locomotives (February 1996 R&R, page 35 and 61) and painted them like the coaches of the 1940s *Southern Belle,* KCS's most luxurious and famous train. The *Southern Belle* connected Kansas City, New Orleans, Beaumont/Port Arthur and Lake Charles between 1940 and 1969.

Three cars include the *Kansas City*, notable as the 1928 Pullman *Kay-See* which was used on Harry Truman's 1948 presidential campaign; the *New Orleans*, former KCS *Tolmak*, and the *Arthur E. Stillwell*, formerly Frisco's *Prospector* recently off the MidSouth and renamed for KCS' founder. The dining car *Jackson,* former diner No.56 off the *Southern Belle*, had its kitchen area replaced by a bar and a buffet/food assembly area and the dining room converted to board room seating with the table accommodating 16 to 18 dinners. When the *Jackson* moves, it's accompanied by a business car for the kitchen. The business train is kept in either Kansas City, Mo., or Shreveport, Louisiana.

Mike is assisted by Jay Gabriel, who serves the table and tends bar. If two cars are in operation simultaneously, Jay becomes the chef on the second car. If additional help is needed, Willis Kilpatrick turns to the extra board for chefs from the Johnson County Community College program and for others with whom the railroad contracts to wait tables.

"This train is the railroad's best asset," Edmondson asserts. Anyone who's seen it or who has experienced one of Mike's meals, won't argue with that assertion.

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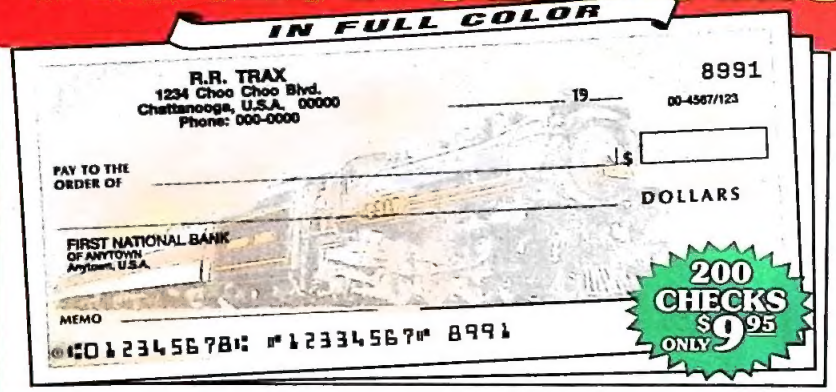

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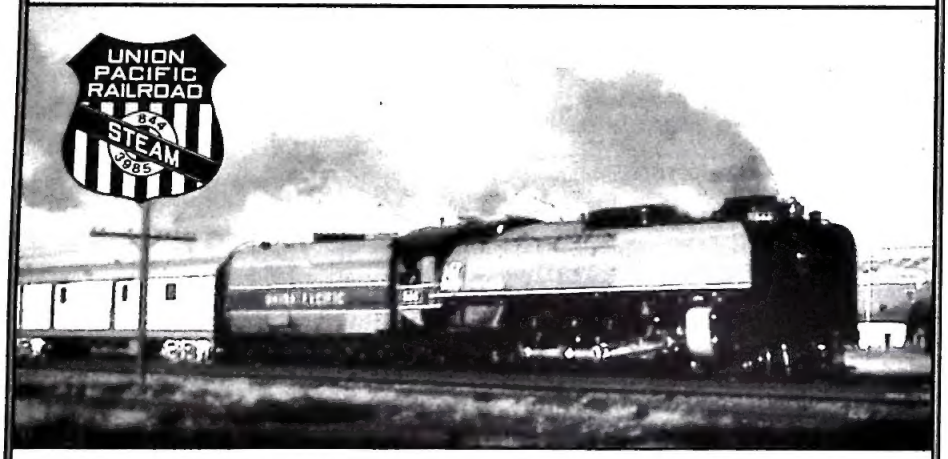

This year's trips will bring #844 back to the rails after being in the Cheyenne shops undergoing an extensive restoration by the UP Steam Crew.
Below is the Pacific Limited schedule for 1996.

August 24 - 25 .....Council Bluffs-Cedar Rapids-Chicago
August 3 .....Chicago, IL to Milwaukee, WI (round trip)
September 1 .....Chicago, IL to Union, IL (round trip)
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We'd like you to meet...

Jack Wheelihan

It surprised even the R&R staffers when we discovered that a biography hadn't yet been printed for this man whose byline has appeared numerous times and who is one of railroading's most active participants. R&R readers should know him best as the regular fireman on Southern Pacific 4-8-4 4449 and an extra fireman with the Union Pacific steam team on both 4-8-4 844 and 4-6-6-4 3985. But there's much more to his story.

John J. "Jack" Wheelihan was born April 26, 1942, in northern New Jersey and raised in Cranford and graduated high school at Chatham along Lackawanna's electrified main line. Jack recalls his early childhood days when, "Dad would take me down to the CNJ yards and roundhouse in Cranford to watch the camelback-powered commuter trains pass by on the four-track main line. I have vivid memories of Reading's streamlined *Crusader* speeding past there; it was the fastest thing I'd seen, and it had observation cars on each end of the train.

"Although my father died when I was five, I never lost my love of steam and railfanning the CNJ and Pennsy. After moving to Chatham in 1956, where I completed high school, all of my railfanning took place on the DL&W. But I still missed steam."

But what a time he had on Lackawanna rails. He befriended several railroaders and virtually became one of them as he spent entire "tricks" with tower operator friends at Grove Street (in Hoboken), Dover and Port Morris, and he used to ride with local freight crews on the Morristown Line and the Sussex Branch. He recalls several trips where he would be permitted to run the GP7s between Denville and Summit. During this time Jack was also friends with R&R

Continued on page 12

U.S. RR TRAFFIC ATLAS

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EVEN WITHOUT SNOW, Christmas specials are an annual treat. Doing the work of Santa Claus, Santa Fe gave needy, handicapped and seriously ill children a ride up Cajon Pass (**above**) on December 16 and 17 behind "gift wrapped" SD75M's. The same weekend, NS ran Santa Specials out of Decatur, Illinois, to Niantic (**below**) powered by restored Wabash F7 1189 owned by the Monticello Railway Museum. Leave it to California to run a *steam*-powered Santa train. On December 16, SP 4-6-2 2472 and a *Caltrain* F40PH-2 (**bottom**) ran between San Francisco and San Jose. See RAILNEWS.

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continued from page 10

contributor Bob Hart, Sr., and the two often travelled together. Jack's search for steam led him to ride the last Pennsy steam excursion, which ran behind K4sa 612, and all of Reading's famous Iron Horse Rambles. Many of these trips were with Bob Hart until Jack entered Oklahoma State University where he graduated with an Associate's Degree in Mechanical (Diesel) Technology.

Graduating college in May of 1962, Jack started work on June 1, 1962, in the service department of GM's Electro-Motive Division. He delivered GP30s to the N&W; GP30s and GP35s to the Southern; GP30s, SD45s and SDP45s to the Great Northern; GP30s to the Cotton Belt, KCS and the B&O, plus numerous others. He toured the U.S. on the 15,000-h.p. double GP35-DD35 demonstrator set, and after that tour he then delivered DD35s to the Union Pacific.

During vacations and spare days between diesel deliveries, he did manage some quality time with steam. He learned the basics of firing on the Buffalo Creek & Gauley as a "student fireman." That was a great start, but then EMD assigned him to deliver GP35s and narrow gauge GA8s to Mexico in 1964. Jack recalls, "I'd thought I'd gone to steam heaven. There were 2-8-0s and 4-8-4s running out of Mexico City, and my new diesels got held up in a big GM / United Auto Workers strike. So while training Mexicans on the GP35s that did show up, they trained me on the 4-8-4s. Hell of a fair trade, I'd say!"

Returning from two years in the Army, EMD promoted him to District Engineer in Jacksonville, Florida. Five years there and almost four years in the sales department kept him from steam until 1975. Jack remembers, "I was aware in 1974 that GM had become the first major sponsor of the American Freedom Train Foundation, and a few service department people had been assigned to provide technical support for the train. One day during June 1975 I was called into the general service manager's office where Bill Becker and Bill Gardner sternly informed me that after almost two months of being supervisor of the product installation section they had finally found a job I could handle. My "part time" assignment would be to coordinate the needs of the chief mechanical officer and his crew of the *American Freedom Train* 4449 upon their arrival at EMD plant the following Wednesday. This was one of the few times in my life that I've been speechless! Upon my stunned reaction, both Becker and Gardner broke out laughing.

"Needless to day, my career with the 4449 and long-standing friendship with Doyle McCormack began on July 2, 1975, and I've been working on main line steam ever since, such as the BCR's *Royal Hudson* 2860 to Chicago in 1978, Nickel Plate 2-8-4 765 in 1979-'80 and numerous outings with Steve Lee's crew on the 844 and 3985 as an extra fireman."

Jack has also been a great friend of diesel preservation by supplying painting and styling information to museums for many important restorations and also to model makers for countless locomotive, painting and decal projects. And it was Jack Wheelihan who first advised the R&R staff on how to pitch the concept of a 50th Anniversary of the FT, and it was he who shepherded the

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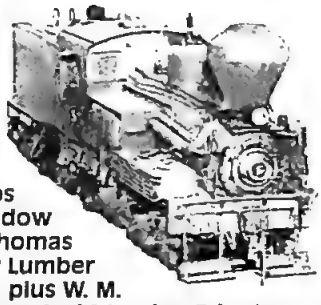

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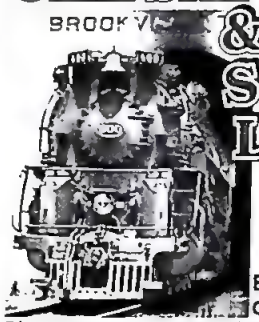

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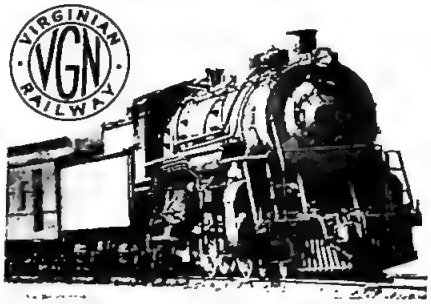

Prior to the Virginian's merger with the N&W, Mr. Thieme filmed the MB and MC 2-8-2's, US 2-8-8-2's, BA 2-8-4's SA and SB 0-8-0's, AG 2-6-6-6's plus the streamlined and box cab heavy electric locomotives.

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restoration of the FT demonstrator 103 cab and booster during the million dollar Open House festivities in 1989 at LaGrange.

Jack married Ellin Wolfe in 1967, and daughter Elisabeth and son John, Jr., were born in 1968 and 1969, respectively. The Wheelihans currently live in a Chicago suburb and Jack is still employed by EMD. He is currently the senior district engineer — field service, west. His current responsibilities are the BNSF and CP Rail System, and he's usually somewhere on one of those railroads at least a couple of days of each week.

Jack's hobbies other than steam locomotives include photography, Corvettes (he presently owns a 1991 convertible) and high-end audio equipment and compact disc collecting. Jack is also very active in the EMD Model Railroad Club, which maintains a rather sizeable HO scale freelance pike at LaGrange (the FT demos are Jack's, as are the DL&W Geeps, F-units, string of Boonton Line coaches and milk cars, plus many C&O and N&W steam engines). For his photography, he currently uses a Pentax 6×7 and a 35mm Nikon F2, and over the years Jack has contributed literally hundreds of photographs published in R&R and various book projects.

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

HIGH IRON TRAVEL, P.O. Box 50116, Minneapolis, MN 55405 (603/382-4515) is sponsoring the following first class rail trips, many of them on "rare" freight-only trackage.

March 8-10 Ride private car *Carilas* Washington, D.C., to Montreal, $595.

April 13 Portland to Tillamook, Ore., on former SP, $295.

April 20-21 Eugene, Ore., to Yreka, Cal., on CO&P's ex-SP Siskiyou Line, $995 per person double occupancy, roomette supplement $150.

STOCKTON, CALIFORNIA, March 9. Winterail '96 Railroad Photography Exposition and Railroadiana Show & Sale at Scottish Rite Temple, 33 West Alpine Street, 9am-10pm. Featured photographers scheduled include Richard Steinheimer, Shirley Burman, Stan Kistler, Don Olsen, John Kirchner, Jack Neville, Brian Rutherford and others. Full event tickets *by advance mail order only.* Send $18 per ticket plus SASE to: Vic Neves, Winterail '96, P.O. Box 23721, Oakland, CA 94623-0721. Make check or money order payable to: Vic Neves, Winterail '96." Admission to just the railroadiana show & sale is $4 *at the door only.*

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BOSTON, MASSACHUSETTS, March 29-31. Cherry Blossom Special excursion to Washington, D.C., via Amtrak. Departs South Station 9:35pm Friday, return Sunday evening. Fares of $335 first class or $250 coach (per person, double occupancy) include accommodations, transfers, tours and four meals. Send payment with SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486, or phone: 617/361-4445.

MADISON, NEW JERSEY, March 30. Friends of New Jersey Railroad & Transportation Museum and United Railroad Historical Society of New Jersey 6th Annual all-day symposium at Drew University Hall of Science, just west of NJT station on Route 124, 9am-5pm. Features 20 presentations on New Jersey rail history and preservation. Admission of $20 for members and $35 for non-members includes lunch and refreshments. Contact: Capt. Bill McKelvey, 103 Dogwood Lane, Berkeley Heights, NJ 07922; 908/464-9335.

WHIPPANY, NEW JERSEY, March 30-31 and April 6. "*Easter Bunny Express*" at the Whippany Railway Museum, Route 10 West & Whippany Road. Trains depart hourly noon-4pm. Adults $6.75, under 12 $3.75, lap babies free. Send payment and LSASE to: Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016.

GOWANDA, NEW YORK, March 30-31 and April 6. "*Peter Cottontail Express*" on New York & Lake Erie Railroad with P. Cottontail and his helper onboard to pass out treats. Coach: adults $9, ages 3-11 $5, under 3 on lap free. First class: adults $10, ages 3-11 $6. First class with lunch: adults $20, 11 and under $12. Contact: NY&LE, P.O. Box 309, Gowanda, NY 14070; 716/532-5716.

NEW YORK, NEW YORK, April 13. Conrail Historical Society New York Harbor Railfan Cruise departs Sheepshead Bay in Brooklyn 8:30am, additional boarding at Hoboken, N.J., 9:30am, for trip up East and Hudson rivers to see Amtrak, Conrail, MN, NYCTA, LIRR, NJT and NYCH rail operations and waterfront facilities of CR predecessors. Fully narrated, maps provided. Fare $50; breakfast and lunch served on board at additional cost. Contact: Kermit Geary, Jr., CRHS, Box 38, Walnutport, PA 18088-0038; 610/767-3782.

TENNESSEE VALLEY RAILROAD MUSEUM, 4119 Cromwell Road, Chattanooga, TN 37421 (423/894-8028) is sponsoring the following round-trip "*Dixie Land Specials*" into northwest Georgia powered by 2-8-0 610, 2-8-2 4501, GP7 1829 or E8 6914. Ticket prices shown are coach and include dinner in the diner (except Chickamaug). Pullman seating or office car charter available at higher cost.

April 13 Chattanooga to Summerville, diesel, $54
May 4 Chattanooga to Chickamauga, steam, $32.
May 25 Chattanooga to Summerville, diesel, $54.

STRASBURG, PENNSYLVANIA, April 13. N&W Night Freight at Strasburg Rail Road featuring 4-8-0 475 lettered N&W on a mixed train. Multiple night photo opportunities. Departs 6:30pm. Fare $55. Send payment and SASE to: Steve Barry, 144 Newkirk Station Road, Elmer, NJ 08318; 609/358-8351.

WINNSBORO (ROCKTON), SOUTH CAROLINA, April 20-21. South Carolina Railroad Museum 2nd Annual Railfan Weekend. Saturday freight with photo runbys, $15; Sunday motor car ride to end of track, $5. Send SASE to: SCRM, P.O. Box 7246, Columbia, SC 29202-7246; 803/648-1066.

ELBE, WASHINGTON, April 27. Geared Tripleheader at Mt. Rainier Scenic with Climax 10, Heisler 91 and Shay 11. Depart 10:30 to MRSR shops in Mineral, back through Elbe for lunch, then round trip to Eatonville, a total of 38 miles over ex-Milwaukee Road branch line. Runbys and shop tour included. Coach $70, first class $100. Reservations required. Visa and MasterCard orders to 360/569-2588 or faxed to 360/569-2438, or write to: MRSR, P.O. Box 921, Elbe, WA 98330.

GREENBANK, DELAWARE, April 28. Spring Steam Special on Wilmington & Western. Departs 1:30pm with photo runby and stops en route to Hockessin. Adults $25, seniors $20, ages 2-12 $10. Station snack bar and gift shop opens at noon. Contact: WWRR, P.O. Box 5787, Wilmington, DE 19808; 302/998-1930.

HARRISBURG, PENNSYLVANIA, May 4. EastRAIL ROADShow '96 at The Forum, Fifth & Walnut, 11am-6pm. Multimedia slide programs by Jim Boyd, Doug Koontz, Tom Nemeth, Alan Bellis, Jerry Plant, Paul Rice and others. Advance tickets $7, at the door $9, seniors and groups $6 each in advance. For details contact the Harrisburg Chapter NRHS; 717/232-6221.

NEW YORK, NEW YORK, May 4. Diesel-powered parlor and coach excursion to Danbury, Conn./Beacon, N.Y., via Hell Gate Bridge and Maybrook Line using LIRR locomotives and equipment on Metro-North. For details, send LSASE to: Long Island Sunrise Trail Chapter NRHS, P.O. Box 507, Dept. T, Babylon, NY 11702.

SPENCER, NORTH CAROLINA, May 10-12. Southern Railway Historical Association 10th Anniversary annual meeting featuring visit to NC Transportation Museum, banquet at Salisbury depot, tours of Linwood Yard and Charlotte Roadway shop, model contests and displays. Optional historical tours and shopping trips for ladies. Contact: SRHA 1996 Annual Meeting, P.O. Box 33, Spencer, NC 28159.

PALMER, MASSACHUSETTS, May 11. Ware River Rocket round trip excursion on Mass Central to South Barre with photo stops and lunch at Barre Mill Restaurant. Fare and lunch $25. Contact: Amherst Railway Society, P.O. Box 718, Warren, MA 01083.

PHILADELPHIA, PENNSYLVANIA, May 25-26. Central Electric Railfan's Association 7th Annual Electric Railway Weekend. Saturday: visit to Penn's Landing Trolley Museum and evening slide/movie presentation at Sheridan Hotel, 36th & Chestnut. Sunday: PCC/Peter Witt fan trip over streets of Philadelphia. Adults $50, under 12 $25. Contact: CERA, P.O. Box 503, Chicago, IL 60690.

NEWTON (RIVERSIDE), MASSACHUSETTS, May 31-June 2. Boston Trolley Meet at Holiday Inn, 399 Grove Street, 7pm-10pm Friday, 9am-4:30pm Saturday. Sunday will feature speical trip over MBTA system. Show admission $8, separate fee for Sunday trip. Contact: George Turnbull, c/o Boston Chapter NRHS, Box 252, Newtown Station, Boston, MA 02258.

CHARLOTTE, NORTH CAROLINA, June 18-23. NRHS National Convention. Registration $20 for members, $25 for non-members. Non-rail activities for families also planned. For details, contact: 1996 NRHS Convention, P.O. Box 297, Spencer, NC 28159; 704/647-0508.

June 18 Steam excursion Dillsboro-Andrews on Great Smoky Mountains Ry. **June 19** VIP tour of NC Transportation Museum. **June 20** Rare mileage trip Monroe-Acme on CSX. **June 21** Railroadiana show for members only. **June 22** Rare mileage trip Monroe-Greewood over CSX. **June 23** Diesel Excursion Charlotte-Old Fort-Asheville-Saluda-Spartanburg on Norfolk Southern.

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TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648 is sponsoring the following foreign steam tours. Send SASE for details.

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Australia July 26-August 19, preserved steam plus Indian Pacifics.

TOP LINK TOURS, 58 Hudson Road, Sudbury, MA 01776 (508/443-8617) is sponsoring the following foreign tours:

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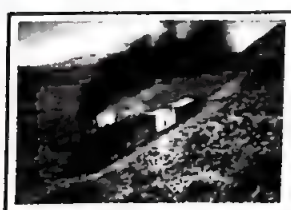

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BEST OF SOUTH AMERICAN TRAINS '96: October 19-November 17 – In Chile-Bolivia-Argentina-Uruguay. Shorter options okay. Full tour 29 charters with steam/diesel/electric/railcars for 3,550 miles, 7 gauges, 23 workshop visits, 25 railroads. Includes 3 steam charters on the famous Esquel narrow gauge in Argentina. Photo run-bys.

PARAGUAY STEAM ADVENTURE '96: October 12-20 – 5 charter steam trains on the 100% wood fired Lopez RR including a remote logging line.

BRITISH COLUMBIA SPECTACULAR: August 11-22 – To cover 2,700 miles by charter RDC Budd Cars, including the Dease Lake line. Rare freight only trackage, photo runbys, workshops, Royal Hudson. BCR is planning to retire the Budds in late 1996.

McCLOUD SPECTACULAR: October 12-13 – We return to the McCloud Railway in Northern California for an excursion over the system, during the fall colors. This is mountain backwoods railroading at its best.

ROCKY MOUNTAIN EXPRESS: July 4-8 – Ride the luxurious observation "Virginia City" and dome "Plaza Santa Fe" with a sleeper, Oakland to Denver and return over the High Sierra and Rockies. Private cars Oakland to Denver.

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LUKENS STEEL OPERATES a rare fleet of Alco S2 switchers equipped with trolley poles at its Coatesville, Pa., mill. On January 17, 1996, the 12 and 13 (**above**), 14 and 15 (**below**) were on four parallel tracks. See MARKERS.

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RAILROADIANA MEETS

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed 11am-5pm. Admission: $5 adults, $2 children 6-12, unless otherwise noted Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

Timonium, Md., March 16-17, Timonium Fairgrounds.
St. Charles, Mo., March 16-17, St Charles Exhibition Hall.
Hackensack, N.J., March 23-24, Fairleigh Dickinson University
Niles, Ohio, March 23-24, Eastwood Expo Center
Novi, Mich., March 30-31, Novi Expo Center, admission $6
Wilmington, Mass., April 13-14, Shriners Auditorium

PHOENIX, ARIZONA, March 2. Sahuaro Railroad Preservation Society Swap Meet at Postal Letter Carriers Union Hall, 3720 West Greenway Road, 9am-1pm Admission $3. Contact: Harold Shelton, 2337 W. Stella Lane, Phoenix, AZ 85015; 602/242-0751.

GREAT AMERICAN TRAIN SHOW will be held at the following locations on dates listed 11am-5pm Adults $5, under 12 free. Contact: GATS Limited, P O. Box 1745, Lombard, IL 60148; 708/834-0652.

Fresno, Cal., March 2-3, Fresno Convention Center, 700 M Street. **Louisville, Ky.**, March 9-10, Commonwealth Convention Center, 221 4th Ave. **Phoenix, Ariz.**, March 9-10, Phoenix Civic Plaza, 225 East Adams Street. **Little Rock, Ark.**, March 16-17, Arkansas State Fairgrounds, 2600 Howard. **Pomona, Cal.**, March 16-17, Fairplex. **Rock Island, Ill.**, March 23-24, QCCA Expo Center, 2621 Fourth Ave. **Portland, Ore.**, March 23-24, Portland Metropolitan Expo Center, 2060 North Marine Drive. **Baltimore, Md.**, March 30-31, 5th Regiment Armory, 219 West Hoffman. **Salt Lake City, Utah**, March 30-31, Utah State Fairgrounds, 155 North 1000 West.

Las Vegas, Nev., April 13-14, Cashman Field Center, 850 Las Vegas Blvd. North. **Waco, Tex.**, April 20-21, Heart O' Texas Fairgrounds, 4601 Bosque Blvd. **Arlington, Tex.**, April 27-28, Arlington Convention Center, 1200 Ballpark Way.

DEARBORN, MICHIGAN, March 3. 6th Annual Michigan Railroad Memorabilia Show & Sale at St. Martha's Church, 18100 Oakwood, noon-4pm Admission $2, family max. $4, tables $15. Contact: Ray Nikolai, 4954 Roosevelt, Dearborn Heights, MI 48125; 313/277-2419.

FAIRFIELD, CONNECTICUT, March 3. Station Stop '96 at Tomlinson Middle School, 200 Unquowa Road, 10am-4pm. Adults $4, children $2. Contact: Housatonic Model Railway Club c/o Dennis Rich, 131 Dunnlea Road, Fairfield, CT 06430-2814; 203/255-3795 Friday evenings.

CLARK, NEW JERSEY, March 3. Jersey Central Railway Historical Society Annual Train Show & Sale at Mother Seton Regional High School, Exit 135 off GSP, 9am-3.30pm. Admission $4, family max. $8. Contact: JCRHS Train Show c/o Mitch Dakelman, 334 South 3rd Ave., Highland Park, NJ 08904.

FORT WAYNE, INDIANA, March 9. Train and Collectible Show at The Lantern, 4420 Ardmore, 11am-4pm. Admission $2, under 12 free, tables $12 Contact: Sally Valiton, 7112 Baer Road, Fort Wayne, IN 46809; 219/747-4485.

SOUTH BURLINGTON, VERMONT, March 9. 9th Annual Vermot Rails '96 at South Burlington Middle School, 500 Dorset Street, 10am-4pm. Adults $3, ages 6-12 $1, under 6 free Contact: John B Dick, R.R. 1, Box 910, Bristol, VT 05443; 802/453-4955 after 6:30pm.

HARRISBURG, PENNSYLVANIA, March 10. 10th Annual Railroad Show & Collectors Market at Zembo Temple, 3rd & Division streets, 9am-3pm. Workshops, seminars, book signings by several rail authors. Admission $3, under 12 free Contact: Harrisburg Chapter NRHS, 717/232-6221.

DEARBORN / DETROIT, MICHIGAN, March 10. Trainorama Extra at Dearborn Civic Center, 15801 Michigan Ave. at Greenfield, 10am-4pm Admission $3, under 12 free with adult. Contact: Steve Johnson, P.O. Box 40225, Redford, MI 48240; 313/565-1027.

WOOSTER, OHIO, March 10 CJ Trains Spring Wooster Train Show at Ohio Agricultural Research and Development Center, Fisher Auditorium, on State Route 302, 10am-4pm. Admission $2, 12 and under free, tables $20. Contact: Jon Ulbright, 941 Buchholz Drive, Wooster, OH 44691; 216/262-7488 after 6pm.

ST. LOUIS, MISSOURI, March 16. McDonnell Douglas Railroad Club Swap Meet at Greensfelder Recreation Complex at Queeny Pk., 550 Weidman Rd., 10am-3pm. Admission $2, under 12 free, tables $12. Contact: Wayne Schimmel, Rte.1, Box 512, Winfield, MO 63389-9801; 314/668-6451 after 6:30pm.

BURNABY, BRITISH COLUMBIA, March 17. Western Rails 14th Annual Railroadiana Show at 9523 Cameron Street, 9am-4pm. Contact: P. Roy, 3874 Winlake Cres., Burnaby, BC V5A 2G5; 604/420-1292.

OLMSTED TOWNSHIP, OHIO, March 17. German Club Train Show at 7370 Columbia Road, next to Trolleyville USA, 9am-3pm. Admission $3, ages 6-12 $1. Contact: Bob Frieden, 9695 Chillicothe Road, Kirtland, OH 44094; 216/256-8141.

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FRANKLIN SQUARE, NEW YORK, March 17. Train Meet at VFW Hall, 68 Lincoln Road, 9am-1pm. Admission $3, under 12 free with adult. Contact: Rae Romano, 237 RinTin Street, Franklin Square, NY 11010; 516/775-4801.

BELMONT, MASSACHUSETTS, March 17. Kiwanis Club Railroad & Train Show at Belmont High School Cafeteria, 221 Concord Ave., 10am-4pm. Adults $3, seniors $2, under 12 $1, max. $7. Contact: Tom Morabito, 40 Flett Road, Belmont, MA 02178; 617/783-1555 days, 617/484-0112 evenings.

MT. CLEMENS, MICHIGAN, March 17. Gratiot Valley Railroad Club Spring Swap & Shop at Clintondale High School, 15 Mile at Little Mack, 10am-3pm. Admission $3, 12 and under free. Contact: Greg Rich 281 North Avenue, Mt. Clemens, MI 48043; 810/468-4877.

LONDON, ONTARIO, March 23. Forest City Railway Society's 22nd Annual Slide Trade and Sale Day at All Saints Church, Hamilton & Inkerman, 1-5pm. Admission $2. Dealers welcome. Contact: Ian Platt, R.R. 3, Ingersoll, Ont. N5C 3J6; 519/438-3330.

NORTH PLATTE, NEBRASKA, March 23-24. 3rd Annual Train Show & Swap Meet at D&N Event Center, 302 Eugene Ave. (I-80 at U.S. 83, behind Super 8 Motel), 10am-6pm Saturday, 11am-5pm Sunday. Adults $3 one day, $5 two day, 14 and under $1 per day, tables $10, Saturday tour of UP's Bailey Yard and Shops $5. Contact: Gene Tacey, P.O. Box 485, Sutherland, NE 69195; 308/386-2489.

WICHITA, KANSAS, March 23-24. Air Capital Train Show & Swap Meet at Century II Exhibition Hall, 9am-5pm Saturday, noon-4pm Sunday. Admission $5. Contact: George Baird, P.O. Box 3245, Wichita, KS 67201-3245; 316/722-2229.

TOPSFIELD, MASSACHUSETTS, March 24. Tracks & Trains IV Spring '96 at Masconomet Regional H.S. Fieldhouse, 10am-4pm. Adults $3, under 12 free with adult. Contact: Doug Peck, 6 Storeybrooke Drive, Newburyport, MA 01950; 508/465-8798.

BEDFORD, OHIO, March 30-31. Chanel High School Railroad Show at 480 Northfield Road, 10am-4pm Saturday, 10am-3pm Sunday. Adults $3, ages 6-12 $1. Contact: Bob Frieden, 9695 Chillicothe Road, Kirtland, OH 44094; 216/256-8141.

LANCASTER, PENNSYLVANIA, March 31. Lancaster/Strasburg Train Show at Lancaster Host Resort on Route 30, 9am-2pm. Only 4 miles from Strasburg Rail Road and Museum. Admission $3, under 12 free. Contact: Bill Siegler, 1749 Hemlock Road, Lancaster, PA 17603; 717/392-5515.

MANHATTAN, KANSAS, April 6. Kansas Central Div.NMRA Meet, Pottorf Hall at Cico Park, 9am-3pm. Adm. $3. Contact: Rich. Napper, 811 Osage, Manhattan, KS 66502; 913/539-3837.

COLUMBUS, OHIO, April 13. Buckeye Railroadiana & Train Show at Ohio State Fairgrounds, 9am-4pm. Admission $4, under 12 free. Contact: Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405; 216/755-1914.

BATAVIA, NEW YORK, April 14. Genesee Society of Model Engineers Railroad Flea Market & Show at Batavia Sheraton Inn on Park Road, 9:30am-3pm. Adults $3, 13-18 $1, under 13 free. Contact: Max R. Stell, 8030 Lewiston Road, Batavia, NY 14020; 716/343-9472.

WESTLAKE, OHIO, April 14. Cleve Antique and Collectible Show at Westlake Holiday Inn, 1100 Crocker Road, 9am-2pm. Adults $3, ages 6-12 $1. Contact: Bob Frieden, 9695 Chillicothe Road, Kirtland, OH 44094; 216/256-8141.

ELMONT, NEW YORK, April 14. St. Vincent DePaul Parish Train Show at St. Vincent DePaul School, 1510 DePaul Street, 10am-3pm. Admission $5, under 12 free w/adult. Contact: Frank Deorio, 1500 DePaul St., Elmont, NY 11003; 516/352-2127.

LIVINGSTON, MONTANA, April 20. 6th Railroad Swap Meet at Old Northern Pacific Depot, 10am-4pm. Admission $1, under 10 free. Contact: Livingston Depot Center, Box 1319, Livingston, MT 59047; 406/222-2300.

SLOATSBURG, NEW YORK, April 20. Train Show at Eagle Valley Firehouse on Eagle Valley Road, 9am-4pm. Admission $3. Contact: Barne. Prisco, R.D. 7, Box 226, Middletown, NY 10940; 914/386-5146.

ORLANDO, FLORIDA, April 20. Central Florida Chapter NRHS Railroadiana and Train Show & Sale at Loch Haven Park Neighborhood Center, 610 N. LAke Formosa Dr., 10am-2pm. Admission $2, under 12 free. Send SASE to: David Rhea, 906 Center Street, Ocoee, FL 34761; 407/656-8749.

DANBURY, CONNECTICUT, April 20-21. Danbury Railway Museum 1st Annual Open House and Train Show. Admission $3, seniors and under 12 $2. Contact: Danbury Railway Museum Open House, P.O. Box 90, Danbury, CT 06813; 203/778-8337; http://www.danbury.lib.ct.us/arts/drm.

BUCYRUS, OHIO, April 21. Bucyrus Train Show & Swap Meet at Bucyrus High School, 900 W. Perry Street, 10am-4pm. Admission $2, under 13 free. Contact: Bucyrus Model Railroad Association, David Moore, 1010 Bucyrus Road, Galion, OH 44833; 419/462-5035.

HELENA, MONTANA, April 21. 16th Annual Helena Railroad Fair at Civic Center, 9.30am-4pm Admission $1, under 12 free. Contact: Bob Solomon, 161 Fairway Drive, Helena, MT 59601, 406/442-6118.

WESTPORT, CONNECTICUT, April 28. Southern Connecticut Railroadiana and Artifacts Show at Staples High School Fieldhouse (70 North Ave), 9am-4pm. Admission $5, under 12 free. Contact: Alan Altman, 12 Southwedge Drive, Getzville, NY 14068; 716/689-9074

SUSQUEHANNA, PENNSYLVANIA, April 28. Susquehanna Train Show & Sale at Starrucca House (Iron Horse Train Station), 9am-3pm. Admission $3, under 12 free with adult. Contact: Bob Burns, 717/853-4710

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New Arrivals

"The Milwaukee Road, Volume 1," from Pentrex, P.O. Box 94911, Pasadena, CA 91109; 800/950-9333 or 818/793-3400, starts a series about the long gone 11,000-mile Milwaukee Road, which the tape claims is the largest railroad to disappear from the scene. Volume 1 contains 1970s color films by Ed Stimpson from the last days of the famous electric boxcabs and "Little Joe" electrics working over St. Paul Pass on the Rocky Mountain Division. The footage from 1972-'74 features consists with Little Joes leading SD40s and SD45s. Scenes here were all shot from lineside with pacing of a Little Joe, but keep in mind that the scenery is a mountain spectacle with several steel trestles spanning gorgeous gorges. The camera work is generally smooth and

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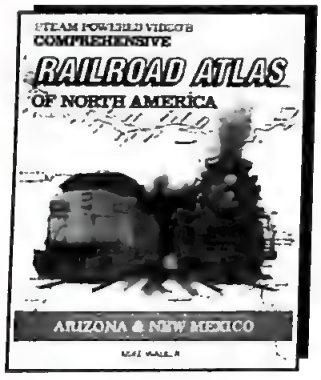

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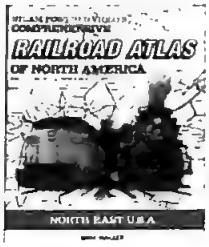

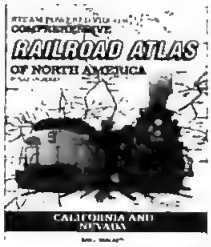

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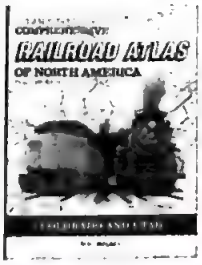

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occasionally excellent with comfortable zooms and pans. While a majority of the footage was shot in sunlight, there are scenes in heavy shadows. And I would say that this is one of the better scripting jobs from Pentrex. The original films have been digitally enhanced for color and sharpness, and actual Milwaukee Road stereo sounds by Don Hunter were added. Aficionados of Milwaukee Road and main line mountain railroading will be pleased. 47 minutes, $29.95 plus $4.00 shipping (Calif. res. add 8.25% sales tax).

"The Indus Express", from Goodheart Productions, P.O. Box 47131R, Chicago, IL 60647; 800/482-1522 or 312/384-2804, is a 1988 steam powered tour of nearly the entirety of Pakistan's railway system of standard and narrow gauges. More than 50 steam enthusiasts took this tour, which was the last before Hitachi built a locomotive plant there to replace steam. This show was produced in the style of a television documentary. The videography and editing are excellent, and the Queen's English narration is very well done. The camera angles run the gamut from lineside to on-train and cab rides. Basically, the show follows the excursion train around the country, powered by a standard gauge 2-8-2, and the regular service action is shown during each stop. Pakistan was one of the last bastions of British-built steam, and dozens of examples are shown in service, including SPS 4-4-0s on the main line plus CWD 2-8-2s and Great Central Robinson-styled 0-6-0s plus narrow gauge ZB class 2-6-2s and GS 2-8-2s. Much like a television documentary, the coverage includes scenes of local life, and the railroad is kept in context with the people who run and utilize this line. An pamphlet titled "Steam, Dust and Diarrhea" is included, and with a fun British wit it describes the logistics and adventure of producing this tape. Overall this is a terrific last look at the steamy pachyderms of Pakistan. 60 minutes, $29.95 plus $4.00 shipping (Ill. res. add 8.75% sales tax).

Snowplows!

Each year railfans here in the East hope for deep snow and then try to catch any plow runs on that first day after the storm. The 1996 Blizzard turned out to be another disappointment for fans of wedge plows, as most Eastern roads cleared their lines at night — or the heavy rains cleared the lines for them. But even when plows do run these days, they are generally limited to 20 m.p.h., making for little flying snow. Wanting the see billowing snow plumes, I recalled a pair of productions from Greg Scholl in the late 1980s and popped them into a VCR for a refresher. The two tapes are **"Snow Plow With CN F7s,"** and **"Plow Extras,"** shot in 1986 and 1988, respectively.

Holy crow, what a show! These two tapes illustrate what snowplow action is supposed to be. Both were shot in southern Ontario, a slightly hilly area between two Great Lakes — Erie and Huron — that gets more than its share of drifting snow.

"Snow Plow..." was Scholl's first plow effort, and it was shot over several days. Two Canadian National F7s modified for snow duty shove a plow between Stratford and Wingham and later on a 106-mile run to Owen Sound with a short local freight between the plow trips. At Wingham the plow derails in front of the camera; it's quickly rerailed. During most of the tape the CN F's are running at almost full throttle as the wedge plow is covering the landscape with fresh powder. The run to Owen Sound is a highlight of this show with super sunlight, a few blue skies and lots of flying snow over the vast and rolling countryside. Other great segments include a bit shot from a plow's cupola while switching and a neat scene where a plow is coming right at the camera then into a curve as the videographer's car quickly fills with flying snow.

"Plow Extras" follows a similar format to "Snow Plow...," and its coverage includes snow removal on five subdivisions radiating from Stratford, Ontario, on both CN and Canadian Pacific during February 1988. And here, too, the snow really flies under mostly sunny skies. Scholl also followed an all-black experimental plow with its blade coated in teflon to resist sticking snow. In addition to graceful and terrific plumes of powdered snow throughout the tape, a most impressive conclusion of this program is based around a clip of 8mm movie film from 1971. While a railroader is talking about his

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riding a plow into the heavens, we see a pair of CP GP7s attempting to push a yellow plow through deep, packed snow in a small cut. On the third try the plow goes airborne, and its hind end promptly removes the short hood of the Geep following it. The talking railroader was actually on board the upturned plow, and his account is graphic and amusing (no one was hurt).

Both tapes illustrate just why Canadian plows are more dramatic than their Russell-built counterparts in the Lower 48. The flanger blade of a Canadian plow is part of the snow blade and ahead of the lead truck; when flanging, the flying snow forms vortexes to the graceful contour of the blade. Russell plows have their flanger blades underneath and between the trucks (which never made sense to me), resulting in little flying snow.

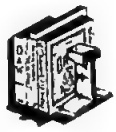
Of the two shows, I prefer "Plow Extras." Though it is slightly shorter than "Snow Plow...," it has lots of action, includes both the CN and CP, and it contains that terrific wreck sequence. And since it was shot later, the camera work is a bit more steady and the production a bit more polished. But don't play the volume too loud on either tape; since these scenes could only be shot from roadside, the tapes are an audible Casey Jones cornucopia: Horns-o-plenty.

Snow removal is about the most dramatic operation in railroading since the end of regular service steam, and wedge plows at 30 or 40 m.p.h. in deep snow are more impressive than the fabled rotaries. For its rareness of subject and shear amount of flying snow, I would nominate "Plow Extras" for inclusion into that mythical "Railfan Video Hall of Fame" for tapes of lasting significance that should be in every rail video library.

Both plow tapes sell for $39.95 plus $4.00 shipping (Ohio res. add 6% sales tax) from Greg Scholl Video Productions, P.O. Box 123, Batavia, OH 45123; 513/732-0660. Both tapes are available PAL format for overseas viewing — M.D.

Railroadiana

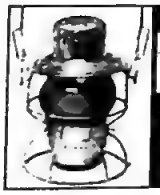
BY BRUCE KELLY



Two new rail maps

The updated 1996 edition of the **Railroads of the Continental United States Map** is not only highly informative, it also looks great hanging on your wall. Folding out to 30"×48", this four-color map depicts the current railroad network and major waterways in the contiguous U.S. and in adjacent portions of southern Canada and northern Mexico with impressive detail and geographic accuracy. Route identifications specify owners (by reporting marks), trackage rights tenants, private railroads, tourist roads and narrow gauge lines, and a variety of characters is used to indicate stations, intermodal hubs, interchange points and out-of-service trackage. Along the bottom of the map, reporting marks from AA (Ann Arbor) to YW (Yreka Western) are matched to their company names, some 600 railroads in all. By the way, this is the first commercially-available wall map we've seen that identifies the combined BN and Santa Fe routes as BNSF. It sells for $21.00 plus $5.00 shipping (Tex. res. add 7.25% tax) from Railroad Information Service, P.O. Box 40085, Georgetown, TX 78628. Maps are normally shipped rolled in a tube but can be shipped folded on request. Add $8.50 if you want your map laminated to a stiff backing. One of these maps hangs in the wall of the R&R associate editor's office, and we reference it often.

Another new wall map deals with a specific state which is currently celebrating its centennial. The 24"×36", double-sided **Map of Utah Railroads Past and Present** is largely the work of Stephen Carr, who has authored at least two books on Utah's rail history. On one side of the map, reproduced in black, are ten separate maps depicting the Rio Grande, Utah Railway, UP, Bamberger Railroad, downtown Salt Lake City and the Golden Spike National Historic Site. The other side, printed in five colors, offers a contemporary look at Utah with operating railroads shown alongside abandoned ones; distinctions are made between standard, narrow and dual gauge lines. Plenty of historic and technical notations point out the locations of tunnels, museums and other sites worthy of mention such as the Utah/Arizona state line, which is said to be the "longest border between two states which has never been crossed by a railroad." The hand-drawn line art has some rough edges, but none that really spoil the interpretation of Utah's surprising sprawl of rail routes. It sells for $4.95 plus $2.00 shipping from Gibbs Smith, P.O. Box 667, Layton, UT 84041.



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If you've never considered foreign steam to be worth the price of an airline ticket, you'll think otherwise after looking through **Famous Last Lines**, a 128-page 9¼"×11¼" hardcover pictorial compiled by Malcolm Holdsworth. The imaginative color work of eleven photographers (nine from Australia, two from the U.K.) is beautifully printed on slick paper, generally one image per page. Rather than spreading themselves too thin with a worldwide coverage of steam, the contributors decided to "select five lines of diverse character and to present a written and photographic essay on each." These include steam operations in New South Wales, Australia; Esquel, Argentina; Vordernberg, Austria; Darjeeling, India, and South Africa. Each chapter opens with a brief description of the area's trackage, gauge, ruling grades, traffic and motive power with a small topographic map. There are far too many impressive pictures to outline, so I'll just mention the views of a South American herdsman and his flock of sheep paying no attention to the routine doubleheader in the distance, an 0-6-2T and 0-12-0T at opposite ends of a short freight climbing a 7% grade on the Alpine slope above Vordernberg, a Garratt twisting along the base of Cradock Peak to reach Montagu Pass and steam on the Darjeeling Himalaya line cresting a ridge at Batasia Loop in front of the icy tele-compressed Himalayas. It sells for $39.95 plus $3.00 shipping from Goodheart Productions, P.O. Box 47131R, Chicago, IL 60647.

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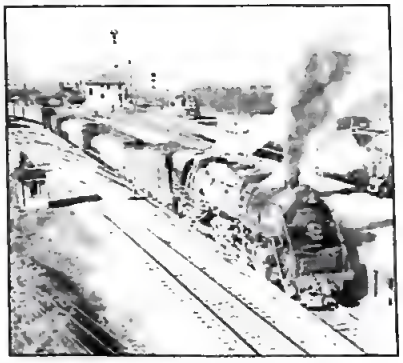

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Rocky Mountain timetable

Altamont Press has added another revised volume to its line of railfan timetables. Their new **Rocky Mountain Region Timetable No.3** is an 80-page 4"×10½" softcover filled with everything you'll need — short of film and cameras — for railfanning in Colorado, Utah and Nevada. Most of the space is devoted to ultra-detailed timetable graphs for every main line and branch segment on the Class 1 roads, plus short lines and excursion operations. These graphs list the stations, their milepost locations, siding lengths, speed limits, detector sites, locations and lengths of tunnels, helper districts, radio frequencies assigned to that specific line and more.

Intricate maps, printed in color, show railroads in the three-state region, then zero in for closer looks at yards, interlockings and complicated track arrangements in Denver, Pueblo, Ogden and Salt Lake City. A one-page map of the entire Joint Line is accompanied by a grade profile, and a small map of Palisade Canyon shows access roads.

The last 20 pages list train symbols for SP, UP and BNSF, locomotive rosters for the Class 1s and short lines, Amtrak train schedules throughout the region and radio frequencies for all railroads, industrial outfits, NOAA weather stations and other things worth tuning your scanner to in Nevada, Utah and Colorado.

It sells for $15.00 plus $1.50 shipping from Altamont Press, P.O. Box 754-R, Modesto, CA 95353-0754.

The latest from Jane's

In 1898, Fred T. Jane published the first edition of *Fighting Ships*, followed by *All the World's Airships, Aeroplanes and Dirigibles* in 1909. Since then, the "Jane's" name has been applied to various cyclopedic annuals, and the Jane's Information Group is now considered to be the leading provider of defense, aerospace and transportation information to the world's militaries, governments and businesses. *Jane's World Railways 1995-'96* (the 37th edition of this highly-regarded book), edited by James Abbott, is a hefty 820-page 8¾"×12¾" hardcover that lists and describes more than 1400 railway equipment manufacturers and rail operations in 115 countries. Each listing is headed by the company's address, names of key personnel plus telephone and fax numbers. Both photographs and diagrams of the latest rolling stock, track hardware and lineside structures have been presented where appropriate.

Within the 325-page section of manufacturers, there are entries for companies who build locomotives, cars, brake gear, wheels, bearings, signal systems, lineside apparatus, maintenance machinery and much more. There are also sections for international railway associations and agencies, consulting services and freight car leasing entities, but none for locomotive leasers.

From page 388 to 805, from Afghanistan to Zimbabwe, *Jane's World Railways* describes each country's railroads in alphabetical order, summarizing their heritage, geography, financial status, operations, new line construction and recent developments. Listings for major systems typically include a motive power roster. Black and white photos depict newsworthy subjects from 1995 like the California/Amtrak F59PH, BN's Trough Train and Conrail's SD60I, and the text is current enough to mention the formation of RailTex's Central Oregon & Pacific, the merger agreement between UP and SP and the delivery of NYS&W's SD70M's. As for the United States, Class 1 railroads are dealt with first, followed by more abbreviated listings for most (but not all) of the regionals and short lines. Other countries throughout the world are given this same level of coverage.

This is the most comprehensive and up-to-date guide to the world's railroads. It's available in book form for $300.00 plus $7.00 shipping, or as a CD-ROM for $795.00 plus $4.00 shipping, from Jane's Information Group, Dept.95CAT, 1340 Braddock Place, #300, P.O. Box 1436, Alexandria, VA 22313-2337, or phone them 800/243-3852

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Similar in format to *Jane's World Railways*, the 678-page **Jane's Urban Transport Systems 1995-'96** by Chris Bushell deals specifically with light rail, trolley-bus and bus-only operations in over 400 cities within 115 countries, plus the more than 840 manufacturers, consultants and contracting services which support them. *Jane's Urban Transport Systems* sells for $300.00 plus $7.00 shipping from the address shown above.

TRACTION PUBLICATIONS by Joe L. Diaz

A Forgotten Industry — Newburyport & Amesbury Streetcar Builders written by Gerald F. Cunningham and O.R. Cummings, published by Harold E. Cox, 80 Virginia Terrace, Forty Fort, PA 18704; 44 8½"×11" pages, softcover, $8.00 plus $1.00 shipping (Pa. res. add 6% sales tax).

This modest book describes in interesting detail the life and times of three small long-neglected car builders that operated in the New England area at the turn of the century: the Newburyport Car Manufacturing Company, the Ellis Car Company and the Briggs Carriage Company. These builders, though small, were well known, and their products were widely used in the region, representing quality products. The individual histories of these builders are told along with a photographic record of numerous of their output. There are 50-plus photographs and drawings, and the reproduction is good. There is also some representative advertising material, plus maps describing the factory building layouts and trackwork. Importantly, car designs are described along with the life and times of the companies. Each builder's output is detailed in a listing of the cars and for whom built. This is a neat, modest-sized publication based on thorough research and well executed by publisher Harold E. Cox. Traction fans, particularly those with interest in the early period, will certainly appreciate and enjoy this book.

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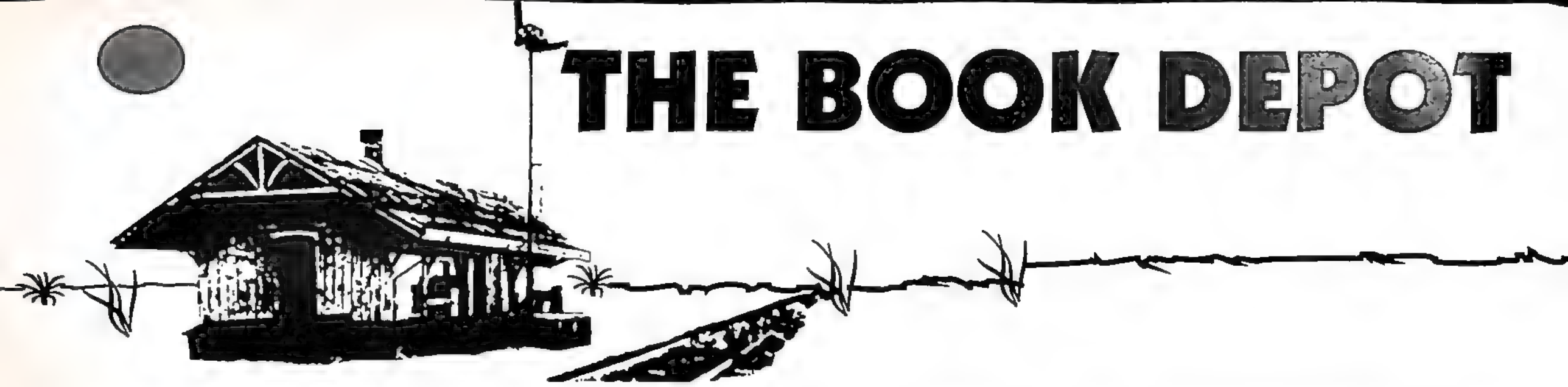

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"Luck Tends to Favor..."

GUEST COLUMNIST: MIKE DEL VECCHIO

In his writing for this column in the June 1993 issue titled "A Matter of Attitude," Ted Benson was discussing his philosophy toward rail photography. Ted's secret to success is a positive attitude, defined by his "three D's": Desire, discipline and discernment. (With the latter he recommended keeping rail photography in perspective. "Think of photography as a journey, not a destination," he observed.) Ted Benson works as a full-time photographer for the Modesto *Bee*, a medium-sized California newspaper, and he's one of the most respected photographer-writers in the rail field, having authored three books and dozens of articles for nearly every magazine in the market, including "The Lost Generation" in this issue.

While going over Ted's manuscript back then to add our typesetting commands, style and formats — Ted's piece was originally written for Mike Blaszak's *NWI's Guide to Railroad Photography,* published by Andover Junction in 1993 — one sentence stood out in my mind as quite profound: "Luck tends to favor those who are well prepared."

That sentence replays itself in my mind every time I find myself lineside, whether it's been a great day or one of those days when nothing goes right — Railfanning certainly adheres to the "sometimes you're the windshield, sometimes you're the bug" theory.

While we often have little control over luck, the "well prepared" part we can usually handle. The following are a few items — other than the camera and film — that a rail photographer should keep around.

First, if you're just getting started, *NWI's Guide to Rail Photography: How to Shoot Like the Pros*, by Mike Blaszak, is a must. It's only $24.95 from most major hobby shops or from our Book Depot (No.A13808), and it's full of great tips for taking great "pix" with advice from many of the hobby's best-known shooters.

A hand-held radio scanner allows you to listen in on conversations between locomotives and dispatchers. Scanners are available at some electronic appliance stores, and Scanner World in Albany, N.Y. (518/436-9606), has an excellent selection for mail order customers. You get what you pay for, as sensitivity and features vary. Most rail frequencies are in the 160-162 mHz band, and try to get three micro-volts or lower for sensitivity. For most general railfanning, more than a dozen channels is unnecessary. (We would appreciate opinions from readers on the current "best scanner buy for the money" for a future column.)

Four offerings from Kalmbach Books (414/796-1615) are also on the must list. *The Compendium of American Railroad Radio Frequencies* by Gary L. Sturm and Mark J. Landgraf lists all of the known radio frequencies used by the railroads, including maintenance of way, police and end-of-train device frequencies (if you hear an EOT on the radio, you know there's at least the hind end of a train around somewhere). The *American Shortline Railway Guide* by Ed Lewis offers all the pertinent information on short line and regional railroads, like shop locations, equipment rosters and a route description and brief history. Published in 1991, it needs to be updated, but it's a great place to start when planning a trip. The *Train Watcher's Guide to North American Railroads* by George Drury offers similar capsule information on the Class 1s and regionals and is handy to browse when planning a trip. Another important book is the *Guide to Tourist Railroads and Railroad Museums* by George Drury. It includes capsule descriptions of operations and equipment on the more than 200 tourist and steam roads in North America, giving you almost all the information you need to find, ride and/or photograph any line. These books run between $17.00 and $20.00 each.

Jim Porterfield's "Guide to Dinner Trains," published in the August 1994 and September 1995 issues if R&R, offers capsule descriptions of the dozens of dinner trains, most of which use fancy or antique equipment. These issues are $3.50 by calling 201/383-3355 or 800/474-6995.

Each of the above books contains phone numbers, but keep in mind tourist railroads and museum are usually only too happy to tell you what equipment is running and times, etc. Some short lines will do that, but most regionals and Class 1s will not, so please don't pester them.

Maps. The only currently published rail-only maps are the series by Mike Walker from Steam Powered Video. So far, the Northeast, Colorado & Utah, California & Nevada and Arizona & New Mexico are available. These books show the rails as black lines on a white page and, therefore, are easily photocopied for travel. Carstens

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Railroad Information Service produces a great wall map with all of the rail lines on it, including short lines. We reference this map often, and it's surprisingly detailed, accurate and up to date — for instance, the 1996 map has the BNSF lines correctly listed. It sells for $21.00 plus $5.00 shipping by calling 512\863-6886 (see RAILROADIANA).

Great sources of information are the "Railfan Timetables" which present each main and branch line like a railroader's employee timetable, complete with scanner frequencies and mileposts, etc. These are currently being produced by Altamont Press, P.O. Box 754R, Modesto, CA 95353-0754 (they range in price between $11.25 and $17.50, see their add in SWITCH LIST) for several western regions. A New England and a Chicago version are available for $20.00 postpaid from Royal Oak Publishing, P.O. Box 7140, Garden City, NY 11530-7140. A northeast version is out of print but still pops up at railroadiana "sell and swaps."

A great source for detailed mapping is the DeLorme series of topographic *Atlas & Gazetteers* covering entire states. The complete U.S. isn't yet available, but the current selection is sold at book stores (ask for them if they're not in stock). The *Gazetteers* are also available from NRHS-member RS Enterprises (201/227-4732) or the McCarthy Map Company (201/316-5494). But while the DeLormes are great for details, they're not great for the "big picture." Use the Walker or RIS maps in general and the *Gazetteer* for details and roads.

Other great sources for information are the magazine articles. We at R&R do our best to provide usable information to help readers turn our features, news stories and timetable entries into great photography. Since magazines do tend to accumulate, what I began doing a few years ago was to cut or photocopy the articles and file them by subject. This way when planning a trip, material is easily retrievable for photocopying to peruse either on the plane or before the drive. And, believe it or not, more than a decade of magazine stories takes up less than a single file drawer — and that's both prototype and modeling subjects.

And if you get hooked on the colorful world of short lines, as many do, a magazine called *The Short Line* is one you must have. It's available only in $21.00 annual subscriptions of six issues, but it's worth many times that in up-to-date short line news bits (see TSL's display ad on the opposite page).

But above all, you have to be there. All the maps and information don't mean a thing if you don't use them in advance. If your preference is provincial, visit your local lines when you have time so you can visualize potential photo spots and make mental notes of sun angles and time of day, etc. Then when you're out for photography, you'll be armed with some usable scenes in mind when you hear the scanner crackle.

If you're like most and like to visit other rail meccas while travelling, armed with the above books and maps, you'd be surprised how much neat stuff appears in whatever town you happen to be. Often when having to travel to a strange town, I'll get out the above and see what's along the way and plan extra time en route or on the return to visit various engine terminals or main lines. Many photos from such forays have often been handy to have in stock and are lots of fun to show.

If you take the time to be just a little "well prepared," you'll never again see a town or location in a book or article and wonder why you didn't know that was there when you were there, or what that main line is running shoulder to shoulder next to the road. Sometimes the true lineside luck is simply having a chance to do a little research before getting trackside.

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Transit Currents

New Coaches for

The Long Island Rail Road is in the process of purchasing 114 new coaches to replace over-aged cars that may be of more interest to the Smithsonian than to its passengers. These cars have been used on diesel-powered trains and, as the railroad staff and riders will attest, have long been in need of replacement. What is interesting is that the railroad is going to great trouble organizing focus groups to find out what it is the customers really want in the new cars. Seats are a very big issue with the customers, and these new coaches will be equipped with two-and-two rather than three-and-two seating. The aisles and the seats will be wider, and it's hoped that the passengers will be happier. Thanks to Thomas Meehan for the information.

Light Rail in Salt Lake City

Federal and local funding is in place in Salt Lake City for the final design of the first phase of the new light rail line, to run from downtown Salt Lake City south to a park-and-ride lot at 10,000 South, paralleling Interstate 15. With the full-funding agreement in hand, federal capital dollars (scarce objects these days) will be assured for the completion of the project. The hope is that the light rail line will be open in time for the Winter Olympics in the year 2002.

Scott Hogenson writes that the Utah Transit Authority had half of a Siemens-Duewag car on display to help educate the public on just what light rail service is all about. The transit authority is working hard to get the word out and is giving presentations throughout its service area. Folks in the area should contact Coralieu Alder, UTA Community Relations, 3600 S. 700 West, P.O. Box 30810, Salt Lake City, UT 84130-0810; 801 262-5626, extension 2135.

Mr. Hogenson writes that some discussion is occurring as the project proceeds that some planning will be needed to add an east-west line to connect the initial line with Salt Lake International Airport and the University of Utah.

San Diego's proposed North Line

The San Diego Trolley has just completed construction of its extension from El Cajon to Santee and is getting under way with its final design for engineering and construction of the Mission Valley West segment. This 6.1-mile portion will provide rail service between Old Town, just east of Interstate 15, the Old Town segment of the north line from downtown San Diego will open in 1996.

Planning has now begun on the proposed north line mid-coast segment of the light rail system to run from north of University City and generally follow the Santa Fe Railroad corridor. The proposed line would touch virtually every major traffic generator along its corridor, including Mission Bay, Pacific Beach, Clairmont, University City, the University of California at San Diego and North University City. Cost of the extension is estimated at between $300 million and $350 million. Thanks to John A. Lee for the news.

South Shore Line construction

Thanksgiving 1995 saw the Northern Indiana Commuter Transportation District's South Shore Line moving along on several major construction projects. At Michigan City, building of the new structure for mid-life car rehabilitation is set. This building will be used for the rehabilitation and upgrading of the cars that were purchased by NICTD for the South Shore commuter rail service in the early 1980s.

The structure is expected to be ready for service in the summer of 1996. It will provide room for the extensive work that would tie up space in the main shop building that is needed for routine maintenance and running repairs.

Construction on the new South Shore station at Hammond, Indiana, is also under way. When this station is finished, toward the end of 1996, it will be the first time that Hammond will enjoy high-level platforms that will reduce dwell times and improve the safety and efficiency of the station, which will be fully accessible to the handicapped. It will feature a 400-space parking lot and an access site for feeder buses. The station design will be of traditional railroad architecture of the turn of the century and will be generally similar to the South Shore station at Hegewisch and the new NICTD General Office building at the South Shore Michigan City Shops station.

The Northern Indiana Commuter Transportation District just received a million dollars in Build Indiana Fund money from the state of Indiana. This money will be applied in part to the construction of the rehabilitation structure at Michigan City and in part toward the planning, design and construction of a new bridge over Burns Ditch. The bridge project will include replacing a 100-year-old span that was purchased second hand in 1906 at the time the South Shore Line was built. The bridge

PLEASE SEND any traction news or correspondence directly to: George M. Smerk, Institute for Urban Transportation, 809 East Ninth Street, Bloomington, IN 47408-3805

BY GEORGE M. SMERK

The Long Island Rail Road

work will eventually lead to linking two long sidings to the east and west of Burns Ditch into a new double-track section about seven miles long.

Tren Urbano

Puerto Rico suffers from as much traffic congestion as do parts of the United States, particularly in its capital city of San Juan. To provide relief, a multi-modal transportation system is proposed.

The Metropolitan Bus Authority of San Juan is the public operator of a fixed-route bus system. Congestion is just one of the problems that the bus authority faces. The hope is that some near-term improvement can be made to the existing modes to provide for improved mobility for transit users. The long-range needs for surface transportation in San Juan are deemed solvable only by a multi-modal public transportation system that uses a high-capacity rail rapid transit system as its backbone. The estimate is that Tren Urbano, as it is called, will eventually produce a 50,000 to 90,000 reduction in highway auto use on a typical workday.

About two-fifths of the Tren Urbano line's first phase will run at grade on exclusive guideways from Dayamon to Rio Piedras. This east/west segment will use a right-of-way acquired for a proposed highway, and will serve residential, sports, retail and medical activity centers. At Rio Piedras the line will head north on an elevated alignment to serve the University of Puerto Rico and the business and government centers in Hato Rey and Santurche. The phase-one section will have approximately 16 stations. Maintenance facilities and a car storage yard will also be built as part of the initial project. Each station will offer intermodal transfers with the bus system, and the outermost stations will have park-and-ride and kiss-and-ride facilities.

If you wonder why a rail system is needed in San Juan, conjure on these statistics: Puerto Rico has 146 vehicles per mile of paved road. This is the highest such ratio in the world and is three times as many vehicles per lane-mile of highway as in the continental U.S. Thanks to Bill Vigrass for the information.

New L.A. Metrolink service

Ed Van Nordrak writes that October 2, 1995, saw the new Inland Empire-Orange County Metrolink commuter rail service begin in the Los Angeles area. The new service is not aimed at travelers from the suburbs to Los Angeles. It is, rather, an excellent example of an inter-suburban operation. The service operates between San Bernardino, Riverside, Downtown, Riverside, La Sierra, West Corona, Orange, Santa Ana and Irvine. Service to San Bernardino began in January of 1996; for the first few months, the trains originated and terminated at the Riverside-Downtown station. Service began with two trips between Riverside and Irvine in the morning and one in the afternoon and two from Irvine to Riverside-Downtown and one morning service. The line roughly follows the route of the 91 Freeway through the Santa Ana Canyon. The new service operates on Santa Fe tracks. To prepare for the service, track improvements were made to the tune of $67 million, which included double tracking and new bridges.

The story started in November 1988 when Riverside County voters overwhelmingly approved Measure A; this was a half-cent sales tax to be used for transportation purposes. The Riverside County Transportation Commission used these funds to put transportation projects, including the new Metrolink commuter rail link, on the fast track. The new Metrolink rail service is part of a transit network that includes feeder buses in Riverside and Orange counties to the various stations. Riders are enthusiastic about the new trains. What is better, more than 62% of the commuter rail riders formerly drove alone, and that means that cars are off the road and pollution is out of the air. Thanks to Ed Von Nordrak for the news. By the way, Ed also sent some figures on overall Metrolink ridership. In September of 1994 the average total system daily ridership was 15,221. The September, 1995, average daily ridership was 18,373.

Flashes

The **METRO-NORTH** Commuter Railroad is proposing to buy two Virginia Railway Express coaches, namely cab cars 1401 and 1405. The reason for buying the used cars is that Metro-North has enjoyed substantial growth in ridership on the upper part of its Hudson Line service. Two trains are now operating at better than 95% capacity, and the two cars will provide more seating until new passenger cars now on order arrive.

The 1200-foot **LOS ANGELES RIVER BRIDGE** for the Pasadena Blue Line light rail system is moving along. Structural work was completed in September 1995.

Debate is going on in southern **NEW JERSEY** over the possible construction of a new rail service. One possibility is a new branch of the existing Patco line that already serves Camden County suburbs and is often known as the Lindenwold Line. If such a line were built in a southerly direction to Woodbury Heights and possibly to Glasboro, it would allow a one-seat ride into Philadelphia. If New Jersey chooses a light rail system, it would probably travel through the Camden, N.J., waterfront and require a transfer to the Patco line in order to reach the Quaker City.

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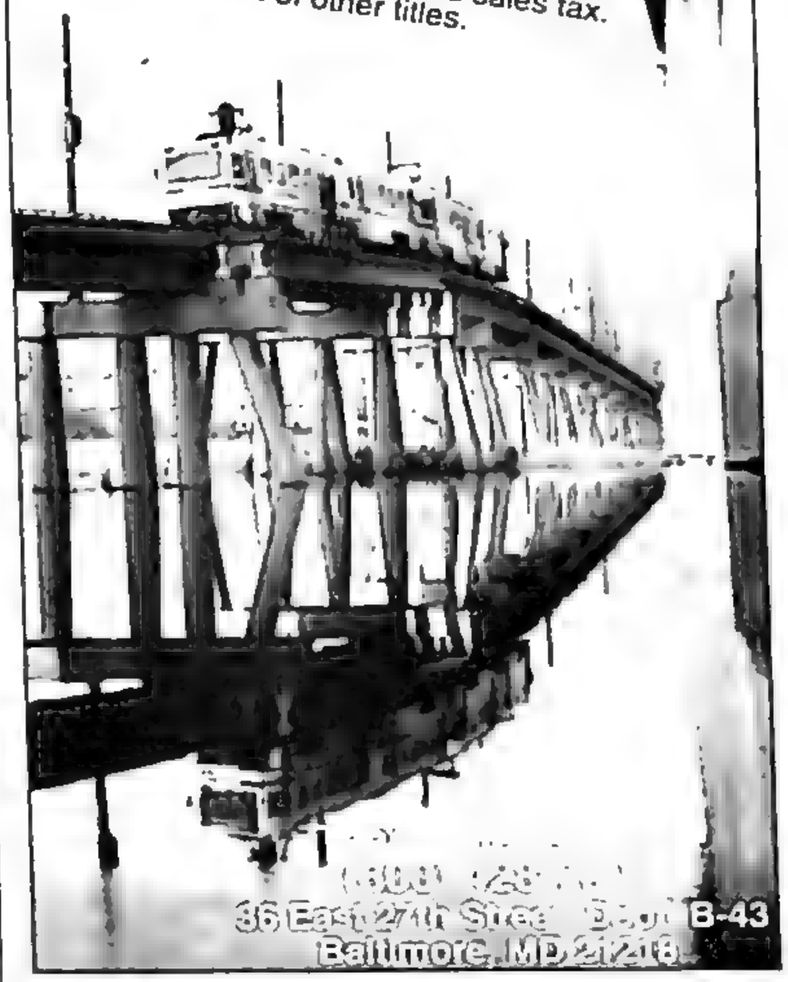

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Railnews

UNION PACIFIC STEAM TRIPS IN 1996 The good news is that gray 4-8-4 844 should be the Union Pacific steam star for the 1996 season. It's been 15 years since 3985's last overhaul, so it will go into the shop to evaluate the work it needs now.

Meanwhile, 1996 is shaping up. While full schedule plans are still being worked out, there are two joint Union Pacific / Pacific Limited outings that are firm enough to talk about. The first will involve a series of runs over former-Chicago & North Western trackage, likely a two-day trip between Omaha and Chicago with the 4-8-4. A series of Labor Day Weekend trips in the Chicago area could include a Sunday run to Illinois Railway Museum at Union. IRM director Nick Kallas is working with Pacific Limited to put on an enhanced program for the traditional Railfan Weekend. The 844 cannot pull this trip due to bridge restrictions, so vintage diesels are being considered.

A few items strictly in the planning stages include a round trip from Chicago to Milwaukee with the 844. Also being discussed is a trip from Des Moines to Boone, Iowa, on the weekend after Labor Day, September 7-8, in support of Puffer Billy days. The 844 is the locomotive of choice here, too, but the final decision on power can't be made until studies of clearances are completed.

A late October fall foliage trip is planned from St. Louis to Little Rock and then to Kansas City over the scenic Missouri & Northern Arkansas, formerly UP's Carthage Subdivision. A three-day, two-night layover in Branson is planned. The 844 may power the train from St. Louis to Little Rock.

Pacific Limited will work closely with local railfan and civic groups to provide local sources for ticket sales. For information in the meantime, contact the Pacific Limited Group, P.O. Box 27081, Salt Lake City, UT 84127-0081; phone 801/355-5871 — HAL LEWIS.

THE UTAH CENTENNIAL The state of Utah has always played a major role in railroading. In 1869, the first Transcontinental Railroad was completed at Promontory. The cities of Salt Lake and Ogden are well known as major centers for the UP and SP, and what railfan hasn't heard of D&RGW's Soldier Summit line, SP's Lucin Cutoff or the fabled UP line over the Wasatch Mountains (former stomping ground of the Big Boys)? It was therefore fitting that when the State of Utah celebrated its centennial in January 1996 that railroads played a major role in the event.

The Utah Centennial Committee arranged with UP and SP to run three excursion trains on January 3rd, the day before statehood day. Two of the trains were provided by UP and one by SP. The excursions ran through different parts of the state and simultaneously converged at Salt Lake City's UP Depot, where festivities were held. Bob Geier of the Utah State Railroad Museum in Ogden was chosen to head the excursion train project.

UP's "North Train" ran with DDA40X 6936 over the UP main line from Morgan to Cache Junction, then through Brigham City and Salt Lake. UP's "South Train" operated from Cedar City to Salt Lake via the old LA&SL main through Milford using the E-units. Finally, SP's "East Train" ran over the former Rio Grande from Green River, Utah, using a modern SP unit and *Ski Train* cars.

The UP trains arrived together in Salt Lake City on December 29 with E-units 951, 949 and 963B and "Centennial" unit 6936, as well as several passenger cars from UP's excursion fleet. Also in the consist but cut out in Salt Lake were executive fleet cars bound for the Fiesta Bowl behind United Way SD40-2s 3300 and 3301.

On January 2, the E-units departed Salt Lake City along with eight cars bound for Cedar City with the South Train deadhead move. The main line through Tooele, Delta and Milford has been traversed recently by both the E's and 4-6-6-4 No. 3985, but when the special crossed over onto the Cedar City branch at Lund, it became the first passenger train to travel that line in nearly 35 years. With no turning facilities in Cedar City, the train was forced to back into town the last ten miles from the wye at Iron Springs. The E-units were employed switching cars to clear the wye access tracks before the train could be turned.

Around the same time that the E-units were making their way to Cedar City, the 6936 was dispatched with the deadhead North Train to Ogden. Since the 6936 and consist were facing south, the train was pulled to Ogden behind UP SD40-2 3177. The train spent the night at the Utah State Railroad Museum in Ogden before proceeding to Morgan the following morning.

SP chose to deadhead its special consist to Green River the morning of the excursion on January 3rd. The special arrived with the East Train in Green River around 9:00 a.m. Unlike the historic diesel locomotives pulling the UP trains, the SP supplied modern SD70M 9809 as power for the trip. The East Train consisted of several *Daylight* orange and *Ski Train* silver and yellow coaches and dome cars, plus a few SP silver and red-striped cars from the executive train. The privately-owned ex-*California Zephyr* dome *Silver Lariat* brought up the rear. The SP consist is unique in that it remains steam-heated, unlike the modern HEP-equipped UP cars.

Once the East Train departed Green River, it climbed up the canyon to Helper, where huge crowds of people came out to greet it. Stops were made for passengers at Helper, Provo and American Fork. Around the time that the East Train was traversing Soldier Summit, the North Train was traversing the spectacular bridges in Bear River Canyon on UP's Ogden Subdivision. The excursion was operated push-pull style; SD40-2 3177 towed the train to Morgan in the early morning hours, then the unit was cut out, and 6936 powered the train from Ogden to Salt Lake City.

Back in Cedar City, the South Train was the last of the Centennial specials to depart, leaving at 10:00 with Utah governor Mike Leavitt aboard waving to the crowds of people lining the tracks. At Lund, Milford, Delta and Tooele, huge crowds were on hand to greet the trains, and school children had been bussed down to the tracks to wave flags and cheer. Leavitt spoke at every stop, dressed in 1896 garb like many of the passengers on board. The big surprise of the day came in the tiny community of Tintic, where the South Train was supposed to stop briefly on the outskirts of town to pick up a few passengers. Instead, the train, running 45 minutes late, was greeted by nearly the entire town!

The North Train was the first of the three to arrive in Salt Lake City. It was closely followed by the SP East Train, which dropped two cars at the ex-D&RGW depot before pulling into the UP station. Because of prior commitments, the SP equipment left the depot and was out of town by the time the UP E-units arrived at 5:15 with the South Train. Because the passenger loop is no longer in service in Salt Lake City, it was necessary for the E-units to back the train into the depot to unload the passengers.

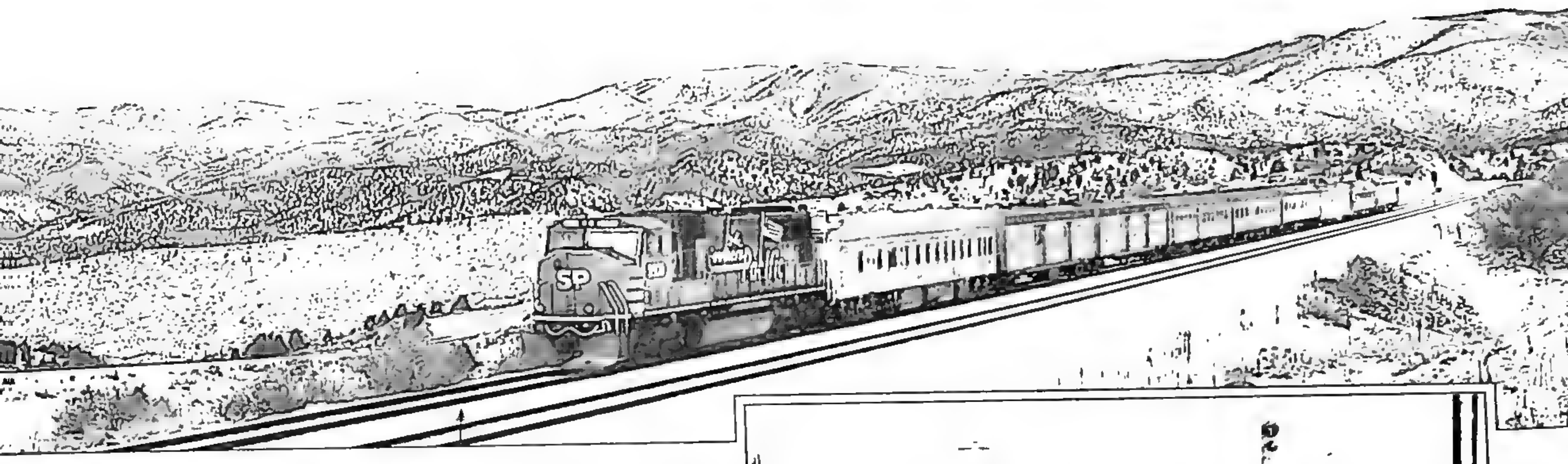
On Thursday, January 4, the consists of both UP trains were combined into one (along with the consist of the private UP executive train returning from the Fiesta Bowl) for a return trip to Fox Park, Iowa, via Cheyenne, Wyoming (where the E's and the 6936 would be dropped).

Leaving Salt Lake City at 3:00 p.m., the lead unit was United Way SD40-2 3300, followed by the North Little Rock Shop SD40-2 3301. (Both of these units had been used to pull the Fiesta Bowl train.) Following in reverse was DDA40X 6936, along with the E-units. Behind the motive power was one of the longest passenger trains run into Salt Lake City in recent years — JEFF TERRY.

R.J. CORMAN's PENNSYLVANIA LINES At 11:59 p.m. on December 29, 1995, Conrail's "Clearfield Cluster" became part of the growing empire of R.J. Corman of Nickolasville, Kentucky. The new railroad is known as Pennsylvania Lines, Inc., and it is made of roughly 250 miles of former Pennsy, New York Central and B&O trackage. Roughly half of the mileage makes up a main "stem" from Cresson (just west of Altoona) northward through Mahaffy and Clearfield to Keating on Conrail's Harrisburg-Bufffalo line. The Pennsylvania Lines' many fingers include branches from Mahaffy west to Hillman and Clymer, a branch from Clearfield eastward to Coal Run, plus the line from Cresson north to Fallen Timber. Three currently unused line segments in the area are also included.

Initially, the line is being operated with 14 leased Conrail GP38s. However, by press time R.J. Corman had purchased 20 former-CSX GP16s, which are already getting necessary repairs and RJC's red and silver paint job. The new units are expected to be in service by the spring, when the Conrail units will be returned. R.J. Corman people are initially staffing the trains, but the railroad eventually wants to hire as many former-Conrail people as possible.

The big output of the line is coal, more than three million tons annually, and most of it leaves the railroad at Keating and travels on Conrail's water level Buffalo Line in 10,000-ton unit trains.



THE UTAH CENTENNIAL was celebrated with public trips during early January. SP SD70M 9809 led a mostly *Daylight*-schemed train down off Soldier Summit (**above**) on January 3. The next day, UP's huge train departed Salt Lake City (**right**) behind United Way SD40-2 3300, North Little Rock SD40-2 3301, DDA40X 6936 and the E-units. The 6936 carried a commemorative placard on its side (**below right**).

TOP CRAIG ELLIS, TWO INSET PHOTOS JEFF TERRY

JIM BACON

R.J. CORMAN'S PENNSYLVANIA LINES took control of Conrail's "Clearfield Cluster" of roughly 250 miles of ex-PRR, NYC and B&O trackage in the heart of the Keystone State on December 29, 1995. Powered by leased Conrail GP38-2s 8050, 8048 and 8057, the first loaded unit train of coal hauled by the Pennsylvania Lines rumbled across the West Branch of the Susquehanna River (**left**). A number of railfans are already referring to the operation as "Corman's Clearfield Cluster" or the "Penn Line."

There is some coal interchange at Cresson for power plants toward Pittsburgh. Pennsylvania Lines may build a shop at Clearfield near its offices, and it plans to contract out major locomotive work.

R.J. Corman operates four other short lines in Ohio, Indiana, Kentucky and Tennessee and also the very successful F-unit-pulled *My Old Kentucky Dinner Train* out of Bardstown. With mostly good track (25-30 m.p.h.) and three in-service "wyes" on the line, the new management won't rule out passenger excursions — JIM BACON.

SP 4-6-2 2472 On December 16, 1995, the Golden Gate Railroad Museum's SP 4-6-2 2472 pulled a Santa Train from San Francisco to San Jose and back (**page 11**) sponsored by the Peninsula Corridor Joint Powers Board and Amtrak, who own and operate the *Caltrain* commute line. In addition to the 2472, the train consisted of *Caltrain* F40PH-2 916 *California* for head end power and eight *Caltrain* bilevel commuter cars. At eleven stops near downtowns and popular shopping areas, the train was greeted by large crowds which included many children eager to ride the steam train with Santa on board. Following on the heels of the successful Garlic Train in August 1995, the Santa train was full to capacity, and Bay Area railfans were again able to see the cleanly fired 2472 hauling passengers at track speed. Following the trip, the locomotive was on display at the *Caltrain* station in San Francisco Saturday afternoon and all of Sunday, December 17th — JOHN BURNS.

IDEAL CEMENT CENTERCABS Until 1985, Ideal Cement operated a plant at Superior, Nebraska. A one-mile rail line connected with a limestone quarry across the state line into Kansas. The cement plant, quarry and rail operations were shut down in November 1985 with limited operations continuing at a bulk shipping terminal. The retired rail equipment was purchased by a private individual. The roster included three ex-U.S. Army centercab diesels, which have been preserved in operating condition and moved via highway to rail museums in Kansas.

Whitcomb 45-tonner 005 (serial 60231, June 1947) was moved in December 1994 to the Abilene & Smoky Valley excursion at Abilene, Kansas. The A&SV has restored an abandoned Rock Island branch five miles between Abilene and Enterprise and owns an additional ten miles to Woodbine. The 005 powered the first A&SV train into Enterprise on April 15, 1995.

GE 44-tonner 029 (serial 12913, September 1940) was moved on December 5, 1995, to the A&SV. It was built as Arkansas Valley

No.93. The AVR ran between Wichita, Newton and Hutchinson, Kansas, and was an attempt to reorganize the electrified Arkansas Interurban as a diesel freight line. The attempt failed, and the AVR was abandoned in July 1942. The 93 was sold to the U.S. Army and renumbered 7411. It was purchased by Ideal in August 1969.

GE 45-tonner 028 (serial 27631, February 1944) is m.u. equipped with a low-profile cab. It was moved on December 6, 1995, to the Midland Railway at Baldwin City, Kansas, where an excursion is operated on a former AT&SF branch. The 028 joins a roster of other operating units including Rock Island E8 652, MKT RS3m 142, NYC RS3 8255, NW2 524 and GE 44-tonner 460.

One other locomotive from Ideal Cement's Superior plant has been preserved at a museum. Baldwin 2-6-0 No.26 (serial 59532, October 1926, originally Graysonia, Nashville & Ashdown 203) is on display at the Illinois Railway Museum in Union — DAN ROHRBACK.

BNSF TO REOPEN STAMPEDE OR SNOQUALMIE Burlington Northern had been quietly studying the idea for the last few years, and now the executives of its merger partner Santa Fe are essentially saying it *will* happen. With its two routes between Spokane, Washington, and the Pacific ports of Seattle and Portland operating at or near capacity, BNSF unveiled a proposal to financial analysts on January 23, 1996, indicating it will go full speed ahead with efforts to reopen one of two passes in the Washington Cascades to transcontinental traffic. Reopening the abandoned NP route over Stampede Pass has been BN's primary concept, but BNSF says the adjacent Snoqualmie Pass on the former Milwaukee Road is now also being considered as a last-ditch option.

In order to bridge the gap between the west end of its ex-NP main line at Pasco and the foot of the Stampede or Snoqualmie grades at Ellensburg, BNSF hopes to gain trackage rights over the Washington Central, or acquire the Yakima-based regional outright. WCRC owns the critical mid-section the former NP route which BN plans to make whole again. If unable to secure rights over WCRC, BNSF has said it will reopen a section of the old Milwaukee Road main line to link Ellensburg with the existing Pasco-Spokane route at Lind. Though shorter in distance than the Washington Central routing, the Milwaukee Road routing would require the relaying of track and involve a steep climb over the Boylston and Saddle mountains. The Milwaukee Road line was closed in 1980 and is now partially a hiking trail owned by the state of Washington.

BNSF management plans to grow its base of grain, intermodal, automotive and forest products traffic between the Pacific Northwest and Chicago enough to warrant eight additional trains per day. With the former GN route over Stevens Pass limited to 24 trains per day due to ventilation problems in the eight-mile long Cascade Tunnel and the former SP&S main along the Columbia River running close to capacity, the rail lines in the center of the state have become an operating necessity.

Negotiations are under way with WCRC for use of their right-of-way. If the cost of operating over or acquiring the WCRC is too high, BNSF may be able to work a deal to get access to the state-owned ex-Milwaukee route. Since jobs in the rail-served industries in Washington are a concern of the government, reconverting the hiking trails (which are lightly used, according to BNSF representatives) is a possibility. The Milwaukee Road alternative, however, would be the most time-consuming and costly.

BNSF says that today's high tractive effort locomotives would make the former helper districts of Stampede or Snoqualmie attractive for slow-moving grain or general merchandise trains in and out of the Seattle area; grain bound for the Portland area would still use the low-grade Columbia River route. More time-sensitive freight such as intermodal and autos would continue to be routed along the Columbia or over Stevens Pass — WALTER A. APPEL

ILLINOIS CENTRAL BUYS CHICAGO CENTRAL The Illinois Central is putting itself back together! During January 1996 the IC announced its intent to purchase the Chicago Central & Pacific and affiliated Cedar River Railroad. This would add a total of 850 miles of primarily east-west track to IC's 2700-mile mostly north-south system. The supreme irony is that the CC&P is the former Illinois Central Iowa Division main line between Chicago and Omaha with branches to Cedar Rapids and Sioux City, Iowa. The Cedar River Railroad is the former IC from Waterloo, Iowa, to Albert Lea, Minnesota.

Illinois Central sold its line from Waterloo to Albert Lea in 1984 to former Union Pacific conductor and later Air Force pilot Jack Haley, who later bought the 510-mile IC Iowa Division in 1985, making CC&P one of the early players in the regional railroad game. Railfans should recall that around 1990 the CC&P also bought the IC's copyright to the famous "green diamond" herald, which the red CC&P units wore proudly. The IC purchase returns the herald to its original owner. Whether or not the green diamond returns to locomotives remains to be seen, as IC's new "death star" herald is associated with a profit-oriented railroad that provides excellent customer service. The famous green diamond would essentially be a new image for a new company.

Illinois Central is paying $138 million for CC&P plus $18 million in capitalized lease obligations, and with the track comes 85 locomotives and 2695 freight cars. The IC expects to file the merger application on February 1, 1996, with the Surface Transportation Division of the Department of Transportation, the federal agency which took over the responsibilities of the Interstate Commerce Commission on such matters. Both the IC and CC&P are confident of rapid proceedings since the UP/C&NW merger left the CC&P surrounded by one carrier difficult to compete against on end-to-end traffic. The IC/CC&P merger will not end the negotiations with Metra for future operations of commuter trains over the CC&P between Chicago and Rockford — WALTER APPEL.

P&W TRAIN CT-2 While not exactly a mountain railroad, the Providence & Worcester has at least one road freight that regularly operates with power at both ends. When CT-2 makes its daily round trip from New Haven to Bethel, Connecticut, via Devon and Danbury, it utilizes rear end pushers that not only assist on the short grades of the former New Haven trackage but also enable easier reverse movements and switching of on-line customers. Occasionally,CT-2 is seen with U23B's and GP38-2s jockeying both ends of just a single car (**page 65**), but more often the five to six units are justified by the handling of lengthy freight consists and unit stone trains.

LACKAWANNA COACHES On January 6, 1996, the California Northern Railroad ferried four ex-Blue Mountain & Reading passenger coaches to the California Western Railroad in Ft. Bragg, California. Cars 310, 311, 313 and 314 were built between 1923 and 1925 as unpowered trailers for Delaware, Lackawanna & Western m.u. electric cars. California Western bought the cars, as they were excess to the BM&R. CWR plans to use them on their famous *Skunk Train*.

All four cars were removed from their trucks and strapped to piggyback flats for shipment from Temple, Pennsylvania, via Conrail, NS, UP, SP and California Northern. Once at Petaluma, Calif., they were put back onto their own trucks and sent north on a special train to Willits on January 13. The cars will be refurbished by CWR and hopefully be ready for the *Skunk Train*'s 1996 season — EDWARD J. LYNCH, CHIEF TRAIN DISPATCHER, CFNR.

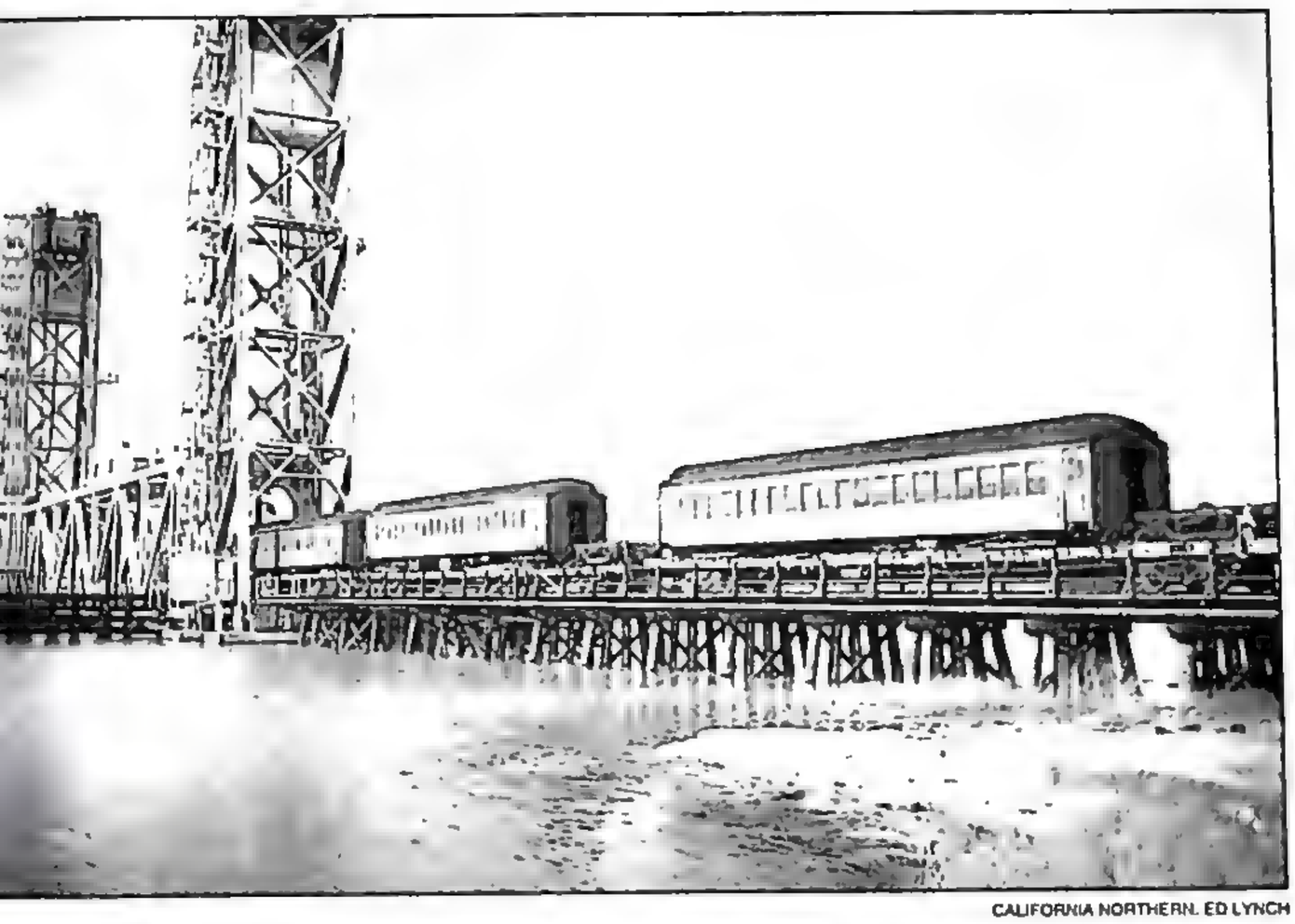
ALGOMA CENTRAL FP9s Several of the eleven ex-VIA FP9s which Wisconsin Central bought in late 1995 for use on the Algoma Central Railway have entered passenger service on Trains 1 and 2 between Sault St. Marie and Hearst, Ontario, as well as on the wintertime *Snow Train*. The first *Snow Train* of the season had two GP38-2s and an SD40-2 powering its 18 cars, but the second *Snow Train*, on December 31, saw the debut of FP9s in that service, handling a 13-car train packed with passengers who typically check such "baggage" as skis, snowshoes and even snowmobiles. On Saturday and Sunday, it's easy to photograph the F-units on both trains out of Sault Ste. Marie; the *Snow Train* departs at 8:00 a.m., followed by Train 1 at 9:00 a.m.

NEW BNSF UNITS As was expected, the latest locomotives for Burlington Northern Santa Fe are being delivered in their respective predecessor liveries, with minor lettering modifications (**page 3**). Twenty-five SD75M's that were ordered by Santa Fe prior to the

WINTER STORMS dumped heavy rain and then snow on the Northeast during January 1996. On January 21, the swollen Potomac River crested at 14 feet above flood stage at Point of Rocks, Maryland. The river flowed right through the Point of Rocks Tunnel (**right**), which is used by one of two CSX main tracks. For more storm news, see pages 38-39.

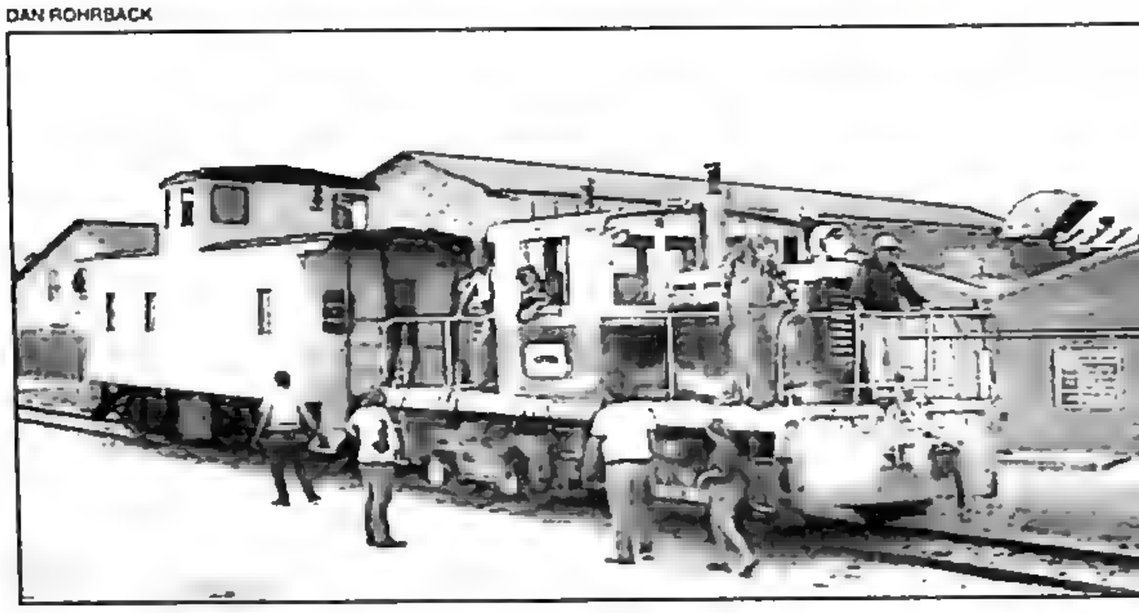
PHILIP SIMS

LACKAWANNA COACHES 310, 311, 313 and 314 have been transferred from the BM&R in Pennsylvania to the California Western. On January 6, the cars -- minus their trucks -- were carried on flatcars over the Brazos Bridge and the Napa River (**below**) by the California Northern. They'll be used on CWR's famous *Skunk Train*.



CALIFORNIA NORTHERN, ED LYNCH

DAN ROHRBACK



IDEAL CEMENT CENTERCABS that had operated at a plant in Superior, Nebraska, until 1985 have all found new homes at rail museums in Kansas. On April 15, 1995, rare siderod-equipped Whitcomb 45-tonner 005 powered its first train for new owners Abilene & Smoky Valley, shown at Enterprise, Kansas, with the entire crew on hand. During December 1996, former Ideal Cement GE 44-tonner 029 and GE 45-tonner 028 were delivered to the A&SV and to the Midland Railway at Baldwin City, respectively.

merger, originally slated to be numbered 251-275, are arriving in red and silver warbonnet colors, numbered 8251-8275, with large BNSF block letters on the long hood. At the same time, the final 150 SD70MAC's already ordered by BN, 9717-9966, have begun showing up in the same green and cream livery applied to BN's previous SD70MAC's, with small BNSF block letters on the long hood. The new units even wear their respective BN and Santa Fe nose heralds, further fueling the rumors from industry sources that BNSF may end up sticking with the two different paint schemes for the foreseeable future. For more on how this is impacting the railfan hobby, see MARKERS.

AC6000CW It appears General Electric has made the next jump in the horsepower race. By mid-December 1995, its prototype AC6000CW was seen on the test track in Harborcreek, Pennsylvania, (**page 3**). The twin exhaust on the roof is the first clue that there's something different under the hood: a 6000-h.p. model 7HDL16 prime mover developed by GE and Deutz MWM of Germany. Also emerging from GE during December were the first of 35 "convertible" AC6000CW's (7013-7047) for UP, which are being delivered with 4400 h.p. engines. The UP convertibles will eventually be upgraded to 6000 h.p. once the Deutz engine has been thoroughly tested and then mass produced for installation. UP's motive power needs are so critical, it simply couldn't wait for the 6000-h.p. engines. UP director of public relations John Bromley says the 7013-7047 are being immediately deployed in Powder River Basin coal service. Meanwhile, UP's earlier order for ten AC6000CW's (7000-7009), which were to be delivered with the new 6000 h.p. engines, has been delayed. Bromley says that GE now expects to begin shipping the 7000-7009 by late June 1996.

***PLANDAMPF*s IN MAY** In recent years it seemed there would be no more *Plandampfs* — that tradition begun in Germany where preserved steam is substituted on regular passenger trains for days and sometimes weeks — thanks to a 500% increase in the pricing from Deutsch Bundesban, Germany's national railway system. DB recently announced that they wouldn't permit steam on regular passenger trains again at any price, but that freight trains would still be available. Needless to say, *Plandampf* organizers have been busy arranging entire weeks of steam on revenue freight trains in 1996. The following are planned: *Plandampf* Karlovy Vary (Czech Republic) May 2-6 with six engines; *Plandampf* Klodzko (Poland) May 7-11 with seven engines; *Plandampf* Saalfeld (Germany) May 13-15 with five engines, and Steam Festival Dresden (Germany) May 16-19 with 20 mostly static engines, but with two Pacifics between Karlsruhe and Dresden running each day. *Plandampf* attendees remember that Germany's narrow gauge lines are still in steam and that six regular steam-powered trains are still running out of Wolsztyn, Poland. For information, send an SASE to David Sprackland, Plandampf CD, Test View Cottage, Forton, Andover, Hants SP11 6NU; or Robin Garn, Plandampf CD, Rulantweg 20, D-22763 Hamburg, Germany — MICHAEL ALLEN.

Eastern rails contend with record-breaking storms

Snowbound

The month of January 1996 saw the Northeast battered by record-breaking snowfall and flooding. Kicking things off was a blizzard during January 7-8 that dumped an average of 20 to 30 inches of snow in and around metropolitan New York, regarded by many to be the city's worst snowstorm since 1947. Rail activity in the Northeast was brought to a virtual standstill. When four or five feet of snow lands on California's Donner Pass, it affects one or two main tracks utilized by a dozen or so freights and two daily Amtrak trains. But, when a mere two feet blankets the nation's most densely populated region, it impacts a sprawling web of main lines, yards, stations and industrial spurs that handle hundreds of commuter and freight trains a day.

While snow was still falling, passenger carriers announced on Monday, January 8th, that they were operating on modified weekend schedules. New Jersey and New York declared a state of emergency, urging citizens to remain off the roads, so there were fewer people than normal attempting to ride the Northeast's rails. Still, the commute was a grueling experience.

The Long Island Rail Road closed several branches and had over 500 employees clearing snow. A deadheading m.u. train derailed at Great Neck, N.Y., without injury. Because snow and ice fouled most of the electrified third rail, LIRR trains had to be hauled by diesels, a decision which backfired when several passengers were overcome by diesel fumes that accumulated in the tunnel leading into Penn Station. After that snafu, inbound LIRR trains terminated at Jamaica.

Drifting snow, up to four feet in places, also crippled third rail electrified trackage on SEPTA's Norristown Line and on Metro-North's Hudson and Harlem lines. On M-N's New Haven line, delays occurred when frozen pantographs couldn't be lowered, preventing transition from overhead catenary to third rail running into Grand Central Terminal. At one point, seven M-N trains were stranded, some for up to six hours.

Railroads that didn't need to lower pantographs fared better. Amtrak's Northeast Corridor remained open with limited service, but maximum speed for *Metroliners* was reduced from 125 m.p.h. to 80 m.p.h. NJ Transit's electrified Morris & Essex lines experienced some delays, but trains were able to run because many crews "rested" onboard their equipment and didn't have to travel the roads. Diesel-powered lines had few hang-ups since several of NJT's diesel trainsets are staged at outlying terminals. NJT didn't even deploy any of the three ex-Canadian Pacific Russell-style snowplows it bought after the 1993 blizzard.

NJT's tiny Newark City Subway, run solely with PCC cars, stood alone in the local press as being the only mass transit service to maintain its schedule throughout the storm, but not without heroism. Newark City Subway supervisor Mike Madgiak walked through deep snow from his North Jersey home in Roxbury more than four miles to Dover to board an electric train to Newark.

The Northeast's freight railroads were also hard hit, but efforts to clear the main routes got under way much quicker than they had in recent winters. Once the snow stopped falling late on January 8th, Conrail began clearing the primary lines that night, using its Selkirk, N.Y., based "Snowjet" blower to clear a path down the Hudson River into Newark, N.J., plus a number of genuine 1920s-built Russell snowplows (assembled into sets of one locomotive bracketed by outward facing plows) and Jordan Spreaders to open routes to the west and south. Earlier in the week, a D&H coal train had derailed on Conrail in a remote stretch of the Lehigh River Gorge north of Jim Thorpe, Pa, and crews attempting to lay track through the cleared wreck evacuated when the blizzard moved in. That line didn't reopen until January 13th.

Further south, Amtrak's eastbound *Cardinal* got stuck in high snow and waited out the storm (**page 66**) at Charleston, West Virginia. Inland rail centers such as Roanoke and Winston-Salem got over two feet of snow.

During the night between January 8 and 9, the New York, Susquehanna & Western ran its Russell snowplow across the entire line from Little Ferry, N.J., to Warwick, N.Y. Susie Q's speedy recovery was short-lived, however, as its first post-storm westbound, road freight SU99, struck a Hess gasoline tank truck that had become trapped on a grade crossing at Bogota, N.J., barely two miles out of Little Ferry Yard. Although the loaded tanker was thrown some 50 feet off its tractor and began leaking, there was no fire or explosion. The NYS&W remained closed to through traffic until January 10.

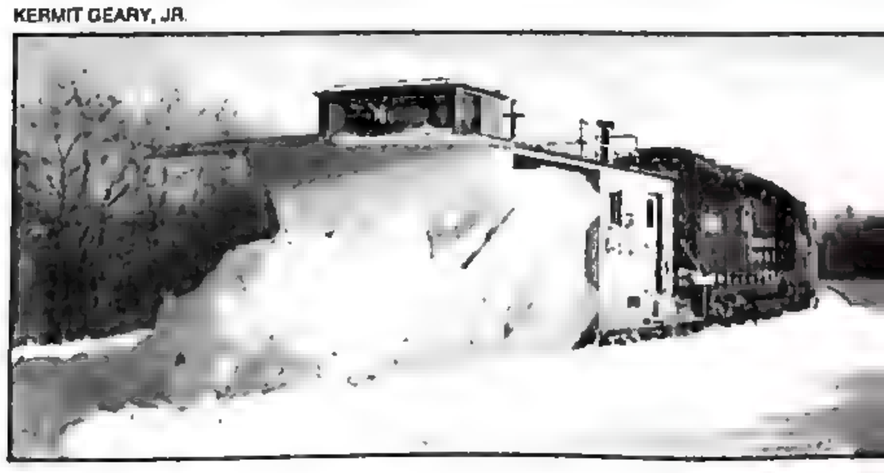
On Friday, January 12, a second major storm swept through the Northeast, packing higher winds and a slippery mix of ice and sleet. Most of the region received another five to ten inches of snow and ice, except for Binghamton, N.Y., which got slammed with *two feet*. Freight traffic that still hadn't caught up since the previous storm fell even further behind when ice yanked down CTC code lines and locked up siding switches.

Conrail's Southern Tier east of Binghamton, which sees very little freight action during daylight hours, was bustling on the sunny Saturday morning of January 13 (**page 66**) with four late-running intermodal trains, two of them Conrail and two from trackage rights tenant Susquehanna.

There was still a snowpack several feet deep across most of the Northeast on Friday, January 19, when a massive warm front swept north from the Gulf of Mexico. Between the runoff from melting snow and the roughly four inches of rain that fell in just a few hours, rivers from Ohio to the Atlantic coast swelled as much as 30 feet above their normal levels during January 20-21. The list of railroads severed or closed by

SCOTT SNELL

KERMIT GEARY, JR.



CONRAIL PLOW EXTRAS were busy after the snowstorms of January 1996. On January 11, SD40-2 6443 ran a double-ended plow job off the Lehigh Line and up the Ashmore Secondary to Hazleton, Pa. (**above**). Along the Lehigh Line in New Jersey on January 15, plow extra SNO-121 diverged onto the Central Secondary (**left**) with a Dash 8-40CW, SD40-2 and spreader to clear 3.5 miles of former CNJ trackage through Bloomsbury.

and Under Water

by Bruce Kelly and Mike Del Vecchio

the rising water ranged from Conrail along the Canisteo River in New York's Southern Tier region to CSX along Wills Creek in southwest Pennsylvania and into Cumberland, Maryland. Conrail's line through the Lehigh Gorge, reopened for only a few days since the aforementioned derailment, was closed once again by an enormous avalanche and washout. At least seven washouts were reported on the D&H near Albany, and the NYS&W's Syracuse branch suffered major washouts near Marathon, N.Y., along the Tioughnioga River.

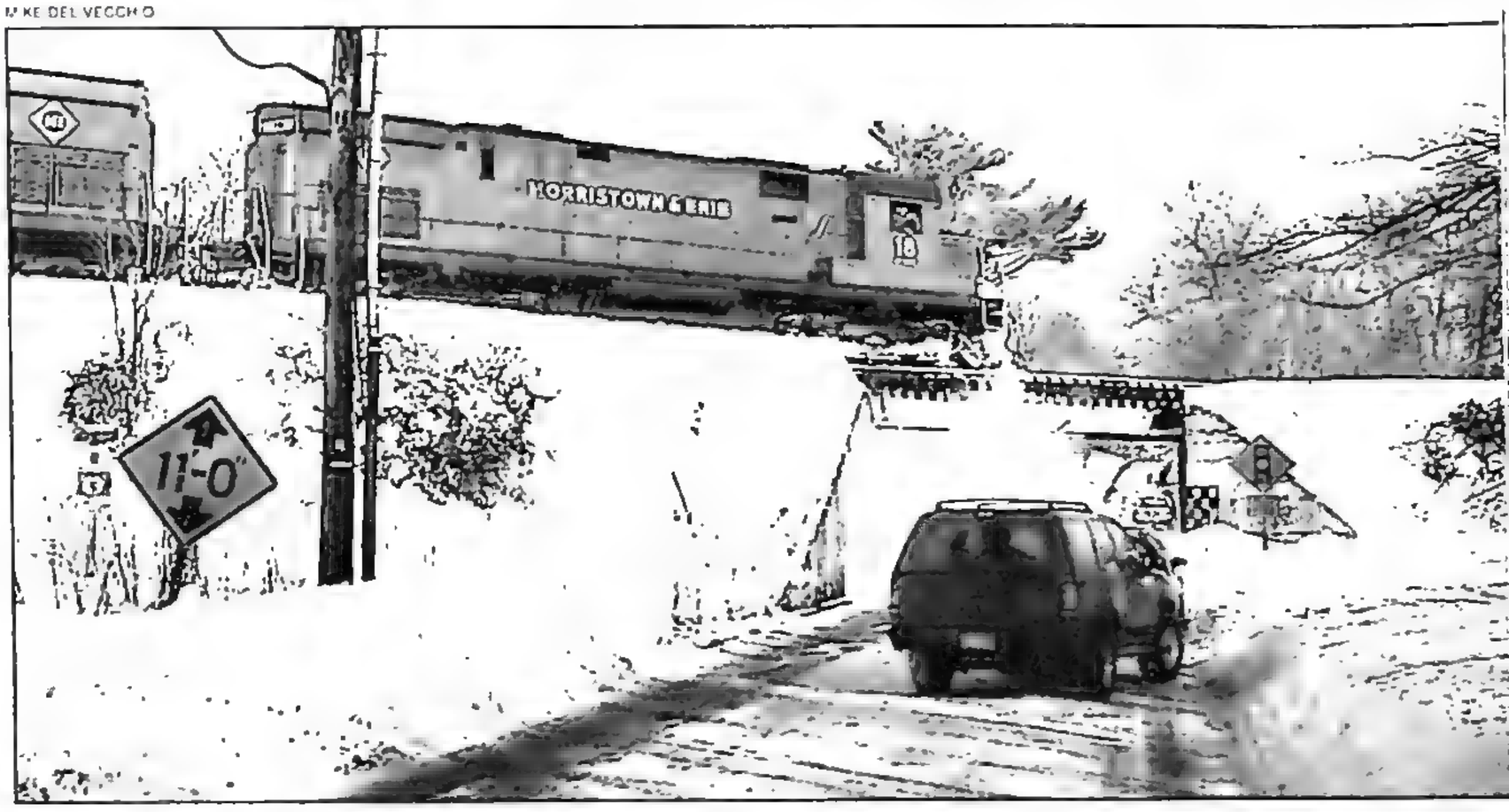
Some of the worst rail-related flooding occurred in Pennsylvania along the banks of the Susquehanna River, which washed out the D&H between Sunbury and Wilkes-Barre. Downriver around Harrisburg, the level of disaster got national news coverage. The two-track main atop Conrail's former-PRR Rockville Viaduct stayed high and dry, but south of Harrisburg near Creswell, Big Blue's Port Road Branch along the east bank of the Susquehanna River was completely submerged. One Conrail crew had to "abandon ship" as the rising tide of ice and water engulfed their train, Baltimore-to-Pittsburgh BAPI-0, derailing 45 of 122 cars and leaving only the fans and air horns of SD60M's 5508 and 5510 above water. The crew uncoupled the units from the train and ran light engine several miles to safely escape (page 66).

Short lines had difficulties, too, ranging from the Luzurne & Susquehanna (new operators of the old Pocono Northeast), which embargoed itself due to several washouts, to the Morristown & Erie which, after clearing its lines, had one wheel of a tank car (loaded with corn syrup) "walk off" the rail at 3 m.p.h. on packed ice at a private crossing. By the time the brakeman heard the wheel drop on his two-car train, the car had fallen off the ends of the ties and was on its way down an embankment; only the shelf-type couplers kept the car near the roadbed. The number one complaint among short lines, though, was Conrail's very poor performance in delivering local traffic.

Detours were intriguing, if not spectacular. More than a dozen CSX trains normally routed over Sand Patch Grade were sent over Conrail's Horseshoe Curve to reach Hagerstown. CP Rail System, with its lines virtually embargoed south of Scranton, Pa., detoured at least one of its Oak Island trains via Port Jervis and Suffern, N.Y., on Conrail. A CP unit coal train out of Buffalo used the same routing, then went west across New Jersey on Conrail's Lehigh Line, to reach Bethlehem Steel in Bethlehem, Pa. Mike Thomas, a partner with the Scranton-based Delaware-Lackawanna, reported little damage but said the flooding "did the most rail damage since Hurricane Agnes" in 1972.

And, as this was written, the Northeast was being soaked by another inch or two of rain, renewing a regional flood watch.

MIKE DEL VECCHIO



NORTHEASTERN SHORT LINES had their share of winter woes during January. Clearing the line after the "Blizzard of '96," Morristown & Erie C424 18 and C430 17 dusted motorists on River Road (**above**) in East Hanover, N.J, on January 9. After the second major snowstorm had passed, the tiny Chestnut Ridge Railway in Palmerton, Pa., (home of a former New Jersey Zinc operation) was back in business on January 14 (**below**) with leased Relco S2 RE1055. Heavy snows came even earlier to New England, where Vermont Railway GP18 801 led a flanger south of Manchester (**bottom**) on January 4.

KERMIT GEARY, JR.

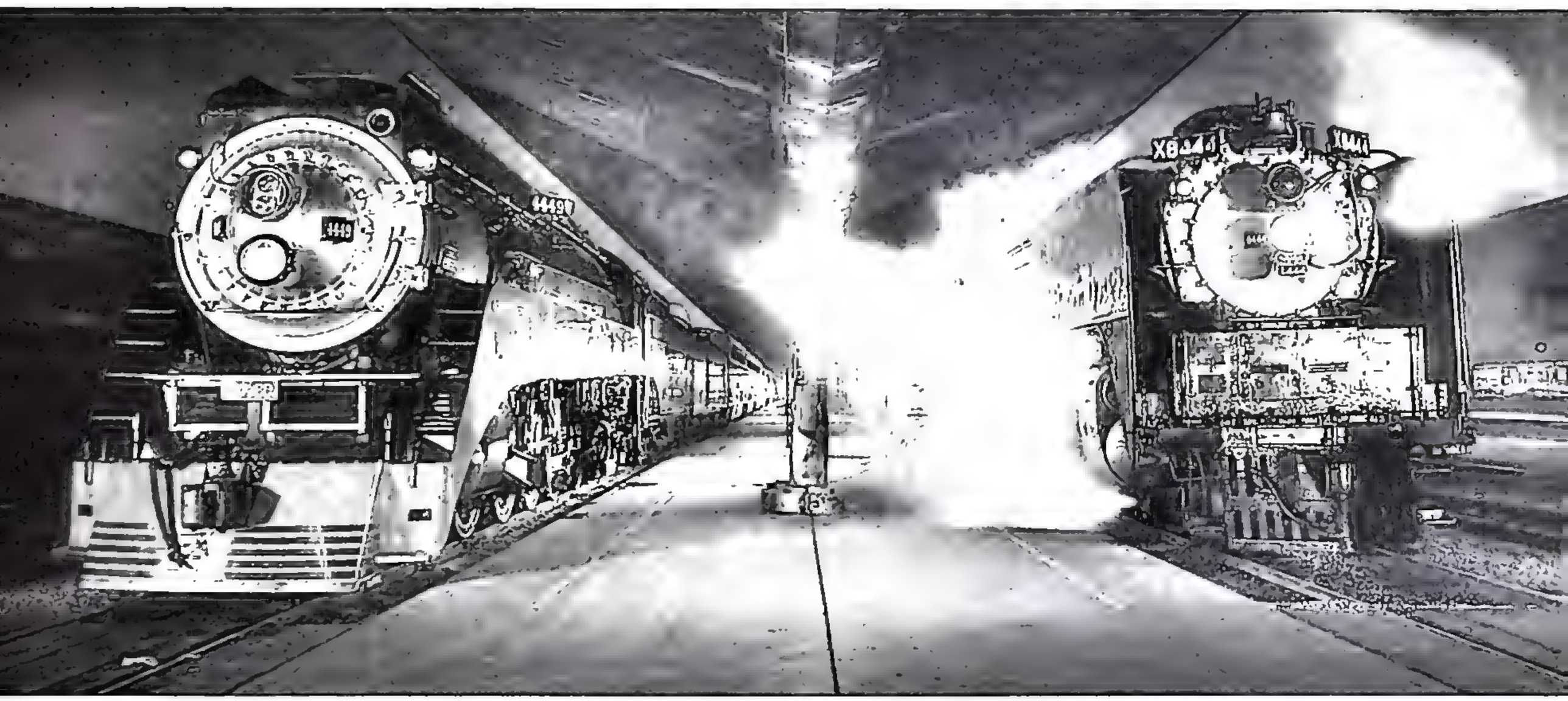
JIM SHAUGHNESSY

Those Western "Super" Northerns

by Hal Lewis and Jack Wheelihan

Union Pacific FEF-3 844 and Southern Pacific GS4 4449 are remarkably alike, even though they were constructed for different service requirements by different locomotive builders more than three years apart. Both feature 300 p.s.i. boiler pressure, Walschaerts valve gear, 80-inch drivers and similar cylinder dimensions. The 844 is ten tons heavier and has ten more square feet of grate area than 4449. The 4449 uses the type E superheater (which makes two complete loops within each flue), providing considerably more heating surface than the type A unit (which makes only one complete loop per flue) used on 844. The 4449 is fitted with a trailing truck booster which was probably intended for use on the 2.2% grades over Cuesta Pass, near San Luis Obispo. Most importantly, both have enormous steaming capacity and can generate far more steam than they can use when they are run and fired properly.

Two experienced steam firemen team up to compare the two most prominent 4-8-4s in the West: Union Pacific 844 and Southern Pacific 4449



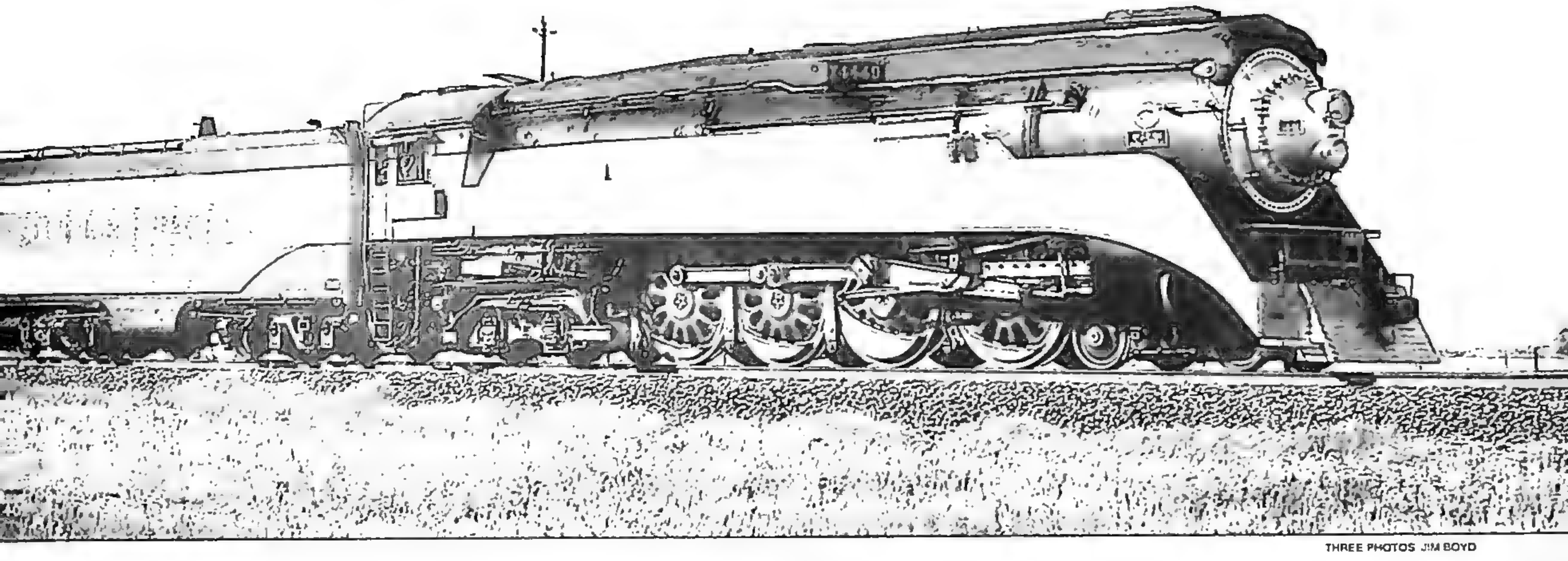
While nearly every locomotive with a large boiler and firebox and a four-wheel trailing truck is considered "Super Power" as developed and promoted by the Lima Locomotive Works in the 1930s, the 844 and 4449 come very close to fitting the special definition of a "super" 4-8-4 as outlined by steam authority Robert Le Massena in his article "Was there ever a super 4-8-4?" in the February 1975 issue of *Trains* Magazine. Le Massena suggests that a super 4-8-4 should have:

1. Grate area of at least 100 square feet.
2. Combustion chamber length of at least 80 inches.
3. Minimum boiler outside diameter of 100 inches.
4. 300 p.s.i. boiler pressure.
5. Open type feedwater heater, such as the Worthington SA series.
6. Roller bearings

These are all elements that were applied to 4-8-4s at one time or another, but Le Massena acknowledges that no 4-8-4 ever built incorporates *all* of his desired traits. The 844 meets all but item 2 (it has a 72-inch combustion chamber), while 4449 meets only items 2, 4 and 5 — but both are close on all, except for 4449's use of spring pad lubricators instead of roller bearings. Based on Le Massena's definition, the 4449 and 844 are two of only three operational "super" 4-8-4's, the other being the recently retired Norfolk & Western Class J 611 (in spite of 70-inch drivers, the 611 qualifies for its awesome boiler).

Other popular restored 4-8-4s miss the mark in significant areas. The third Western 4-8-4, Santa Fe 3751, carries only 230 p.s.i. boiler pressure, though the Santa Fe 3765, 3776 and 2900 classes would definitely qualify, but none has yet been restored. Elsewhere, Milwaukee Road 261 carries 250 p.s.i. and has 74-inch drivers, Chesapeake & Ohio 614 has 255 p.s.i. and 74-inch drivers, and SP&S 700 has 260 p.s.i. and 77-inch drivers.

The key to the "super" 4-8-4 concept is the boiler, and both the UP and SP recognized the advantages of high pressure steam and opted for 300 p.s.i. boiler pressure. This was about the optimum for the period, since cylinder lubricants tended to break down at the high temperatures associated with very high boiler pressures. This decision also involved a trade-off between performance



THREE PHOTOS JIM BOYD

and cost. There is a significant increase in energy content of steam at 300 p.s.i. compared to that at 250 p.s.i., yet the higher figure can be achieved with very little increase in fuel consumption. The penalty to be paid is in increased boiler bracing and higher maintenance costs.

In addition, natural circulation in a boiler decreases with an increase in pressure, creating problems with temperature variations and different rates of expansion and contraction in the boiler. Many roads opted for lower boiler pressures while sacrificing performance on 4-8-4s designed after the Western Northerns — examples would be the Chesapeake & Ohio J3a, built in 1948, and the Western Maryland J1s, built in 1947 with 255 p.s.i. pressures. The New York Central Niagaras were designed to operate at 275 p.s.i., but tests run at 290 p.s.i. showed an increase in indicated horsepower of 4.5%.

If the 844 had been designed with 260 p.s.i. boiler pressure, cylinder diameter would have gone from 25 inches to 27 inches to maintain approximately the same starting tractive effort. This would have created a situation where the boiler might not have been able to keep up with steam demands in all situations. Le Massena notes that an engine could generate all the steam in the world and choke on it in the valve chamber, smokebox or nozzle areas if these were not properly designed.

The use of syphons or circulators to increase heating surface and keep boiler water/steam temperatures more even seems to have contributed to improved performance and, possibly, reduced maintenance. The GS4s were not built with circulators, but SP ran some tests that proved their value and added them to some of their 4-8-4s, although the end of steam prevented their extension across the fleet. Circulators were added to the 4449 in 1984 by the *Daylight* crew.

Alco built all the UP FEF-3s with circulators, but they were later removed because variations in water quality across the railroad led to formation of deposits on the tubes, thus reducing their effectiveness. When the 800s were converted from coal to oil fuel (844 was converted in 1946), the circulators and the brick arches were removed.

It can be argued that SP and Lima knew exactly what they were doing when the GS4s were given firebox "grate" areas of 90 square feet instead of the "ideal" 100. The GS4 was designed from the onset to burn oil, and oil burners do not require fireboxes as large as coal burners, since heat values from oil fuel are almost 40 percent higher than from the best coal, and there was much less variation in oil heat values. Steam locomotives normally encountered wide variations in bituminous coal heat values, and these were compounded by losses in heat value due to storage, so the safest design approach for coal burners called for huge fireboxes and as much heating surface as possible: hence the coal-burning 844's larger firebox.

SOUTHERN PACIFIC 4449 and UNION PACIFIC 8444 got together for the 50th anniversary of Los Angeles Union Passenger Terminal (**left**) on May 6, 1989. With her original number restored, the 844 (**below**) doubleheaded with 4-6-6-4 3985 to Railfair '91 on the WP on April 27, 1991; the next day, SP 4449 (**top**) was romping south toward Railfair from Redding, Cal.

Factors in design

Throughout the steam era, locomotive design was governed by a number of issues. First, intended use determined things like driver diameter. Continued high speed operation dictated use of driver diameters from 77 to 80 inches, although Norfolk & Western showed that their 70-inch-drivered Class J's could achieve high speeds with the best of the 4-8-4s. However, the higher r.p.m.'s would certainly result in higher maintenance costs for a J, even with its full set of roller bearings.

Weight and clearance restrictions played into some design decisions, notably on the New York Central. Some less-than-objective criteria crept into the design equation, too. An example is the use of the spring pad lubricators instead of roller bearings (except on two GS4s) because the lubricator design was invented on the SP.

Finally, there was the trade-off between performance and cost. This included initial cost and maintenance cost. Union Pacific used type E superheaters, with 1900 square feet of heating surface in the FEF-2s (820-834). The FEF-3s (835-844) used the type A superheater with only 1400 square feet of heating surface and lower superheat temperatures. This was probably driven by the cost associated with maintenance of the bends in the tubes of the Type E superheater units. This problem was reduced with the conversion to oil firing.

Sellers exhaust steam injectors (or "poor man's feedwater heaters") were original equipment on all UP 4-8-4s. This decision was also driven by cost and by the lack of sufficient smokebox clearance for a feedwater heater. In the early 1950s the UP replaced the exhaust steam injectors with Worthington SA series feedwater heaters on some of the 800s. Of the four remaining 800s, three have feedwater heaters, while one, the 838, still has its Sellers injector.

Adhesion and speed

Locomotive performance is greatly dependent on the ability of the machine to deliver force to the drive wheels without encountering slippage. This is determined by the coefficient of friction between the drive wheels and the rail, opening up a large menu of variables, such as condition of the rail, the presence of moisture or grease on the rail, use of sand, etc. Locomotive designers generally used an averaging approach for design purposes called Factor of Adhesion (FA). This is determined by dividing the weight on drivers by the calculated starting tractive effort. Nominally, FA's of about 4.1 were specified for passenger engines and about 4.25 for freight engines. The 4-8-4s built for the Santa Fe, NYC, Northern Pacific and Union Pacific used FA's of 4.2 or greater (4.22 for the FEF-3s and 4.26 for the SP GS4s). A steam locomotive should have an FA of greater than 4 to be classified as a Le Massena "super" design, although the N&W J's had a remarkably low figure of 3.6 (making it potentially slippery). All the steam in the world can be generated, but it won't help if the engine sits and slips while trying to start a heavy train.

Southern Pacific's GS4s were built by Lima in 1940 for service on the very successful San Francisco to Los Angeles *Daylight* streamlined passenger trains introduced in the late 1930s. This 475-mile run called for maximum speeds of 79 m.p.h., but the trains were limited to lower speeds over much of the Coast Division by curves and grades. The GS4s had the ability to accelerate heavy trains back to track speed quickly as they came out of the many restrictions. Their high factor of adhesion reduced the possibility of wheel slip. However, they were not truly used as high speed machines because of the system-wide 79-m.p.h. speed limit on the SP. Since its restoration, Doyle McCormack had the 4449 up to 87 m.p.h. on the Illinois Central on the way back to Portland from the Freedom Train adventure.

UP 844		SP 4449
Alco 12/44	Built	Lima 5/41
80"	Drivers	80"
25"×32"	Cylinders	25½"×32"
490,700	Total Weight	475,000
270,300	On Drivers	275,700
300 p.s.i.	Pressure	300 p.s.i.
63,800	Tractive Effort	64,800
none	T.E. Booster	13,200
100.2 sq.ft.	Grate Area	90 sq.ft.
72"	Combustion Chamber	80"
yes	Roller Bearings	no

Union Pacific's FEF-3s were built by Alco in 1944 for long distance running. This included the 510 miles from Omaha to Cheyenne and nearly 1000 miles from Cheyenne to Huntington, Oregon. The 800s were designed for sustained operating speeds of 90 m.p.h. Bill Kratville, in his book "The Mighty 800," notes that there were numerous documented and undocumented instances of 100-m.p.h.-plus running by engines in all three 800 classes. The 815, one of the original FEF-1s (with considerably less horsepower than the 844) hauled a 14-car AAR test train at over 100 m.p.h. Doubleheaded Pennsy K4s 4-6-2s could manage only 91 m.p.h. with the same train.

When asked about the top operating speed of the 844 as an excursion engine, manager of steam operations Steve Lee says, "I'll tell you when I retire."

It's interesting to note that both engineers say that their charges are at their best in the 60- to 70-m.p.h. speed range.

Experience and alterations

By the time the GS4s and FEF-3s were being built, both railroads had gained a wealth of experience from earlier designs and from road tests conducted to determine the effects of different design and appliance concepts. In addition, data from other roads provided insight into those attributes that were necessary for top performance.

All UP 800s were built as coal burners, but the 1946 coal strike convinced UP to convert all of them to oil firing. At that time, smokeboxes were extended, creating space to replace the exhaust steam injectors with Worthington SA feedwater heaters, starting in the 1950s. Some appliances have been removed from the 844 because they increased maintenance costs and added little to performance. Steve Lee notes that variability of water supplies along the UP led to scaling in the circulators on the 800s, and most were removed, along with needle bearings in the rods, foam meters and low water alarms.

Sometime during its operating life the 844 received extra work on its steam ports. Many roads, including the Santa Fe, concluded that extra large steam ports were needed to fully utilize the output of a super-power 4-8-4's boiler. The 844 has large steam ports and machined passages to minimize turbulent steam flow during high-demand operation.

The SP firebox, burner and front-end drafting designs evolved through years of tests and experience. The 4449 and its sister GS4s were designed by Lima as oil burners and benefitted from this long experience. Their primary air inlet is in the forward end of the firebox, and they feature an automatic damper to help control the introduction of air. The UP 800s were designed as coal burners, and the conversion involved a lot of testing and modifications to achieve an effective combination of firebox, burner and drafting design.

The 844's primary air opening is a draft chute in the bottom of the firebox between the trailer truck axles, with a damper actuated by a chain from the cab. Tubes, set at varying angles in the side of the firebox, provide a secondary source of air. A tertiary source is through openings over the firedoor. This approach was adopted after much trial and error.

Making "super" better

When asked about improvements he would like to have seen in the 844's design, Steve Lee only mentions rotary poppet valves. This steam admission system offered lower water consumption and better high speed performance than Walschaerts valve gear. Other Super Power technology is rejected by Steve as unwarranted due to complexity or higher maintenance costs. He has few

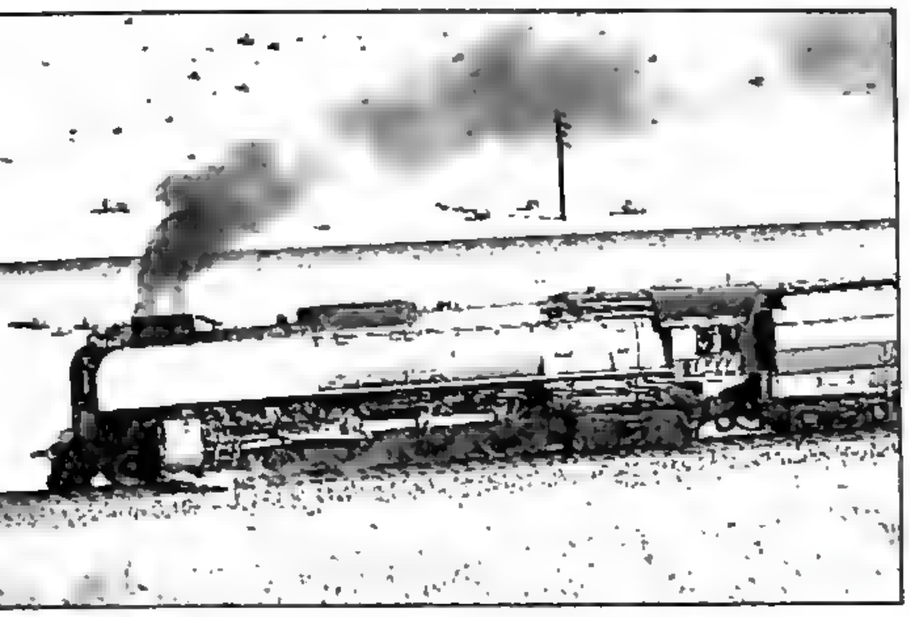
favorable comments about the centipede tender, since it severely restricts the ability of the engine to negotiate sharp curves.

In addition to the circulators added by the 4449 crew in 1984, Doyle McCormack feels that a Baker valve gear would have been nice for better control of high speed steam admission, but at 4449's normal operating speeds (usually 60-m.p.h. maximum), the more rugged Walschaerts gear is a good compromise (Doyle has had a lot of experience with the Baker valve gear on Nickel Plate 2-8-4s 759 and 765).

Doyle says that roller bearings require less maintenance than 4449's original-equipment friction bearings with spring pad lubricators. However, he feels that the beneficial effect on performance from roller bearings is generally seen at speeds over 70 m.p.h. For better reliability and easier maintenance, roller bearings have been put on the pony truck, and the tender will be converted in time for planned 1996 trips.

Steve Lee feels that engines with roller bearings can be worked harder for longer periods of time without overheating or requiring maintenance. The 4449 has an electronic bearing heat monitor system to warn of any developing problems (the sensor picked up an overheat and prevented a potentially serious problem near the top of Cajon during the famous side-by-side "race" between the 4449 and 844 in 1989).

JIM BOYD



NOTE THE DOUBLE STACK as UP 8444 rolls through Frost, Cal., on May 5, 1989. That's 844's engineer Steve Lee **(right)** at the throttle of 3985.

The human element

The last — and perhaps the most important — element in a locomotive's performance equation is the crew. The engineer must understand his locomotive and know how to coax maximum performance from it while saving fuel and water and avoiding unnecessary wear and tear. The fireman must understand the basics of firing and must know how to get the most out of the engine. As we shall see, maximum performance can be realized from a steam locomotive only when the crews effectively employ their knowledge and work together.

Doyle and Steve have similar philosophies about operating their respective charges. Steve states it best when he says, "Too many people equate noise with power."

Both engineers operate their locomotives with full valve stroke on starting, then reduce stroke and throttle until they reach operating speed, where the valve stroke is lengthened to bring the "crack" back to the exhaust. Doyle calls it "letting the engine breathe."

Every effort is made to avoid sudden, drastic changes in demand, since this leads to expansion and contraction in critical points in the boiler.

Neither engineer is out to set records. Doyle notes that "all the records have been set." Instead, operating practices are intended to be as beneficial to the engine as possible. Doyle's planning formula calls for the use of ten gallons of fuel and 100 gallons of water per mile, or less if the engine operates around 55 to 60 m.p.h., its ideal horsepower range.

MIKE DEL VECCHIO

In a run from North Platte to Omaha with an "Old Timers Special" in 1991, the 844 was pushed because the train arrived in North Platte quite late. Average speed, start to stop, was 67.4 m.p.h. with a 14-car train, but 844 used only 7.8 gallons of fuel per mile. Later, the big 4-8-4 hauled a 5200-ton freight up the 0.7% grade of Archer Hill on a ferry move from Cheyenne to North Platte (the limit was 5000 tons during steam days). Speed at the bottom of the hill was 42 m.p.h., and 844 crested the hill at 19 m.p.h. with the safety valves open.

On that same run, a cab ride from Julesberg to North Platte revealed the true 844. The heavy train was started with no difficulty, and acceleration from 20 to 40 m.p.h. was steady. Over 40, we seemed to leap ahead as we got into 844's maximum horsepower range. The engine's exhaust was loud, and the ride was smooth. Most amazing was the small amount of throttle and short valve stroke required to maintain track speed with the freight train.

Engineer Steve Lee and fireman Bob Krieger worked together, with Bob watching Steve's every move. Bob adjusted firing only when he had to. If Steve planned to make a change in throttle setting he let Bob know, sometimes with just a glance.

A ride in the 4449's cab under completely different circumstances also revealed the raw power of a super 4-8-4. The *Daylight* operated from Redding to Dunsmuir and Black Butte for the SP in a public relations move to diminish the effect of the Cantara Loop spill in September of 1991. The only turning facilities were at Tehama, 46 miles south of Redding.

On this day, the SP had put a car on the ground at Cottonwood, and a crew was re-railing it. We encountered a series of red blocks leading up to the derailment which delayed the train considerably. At Tehama, Doyle realized that the crew was in danger of "going dead" on the hours of service law, requiring them to stop the train when they reached twelve hours of on-duty time. Doyle looked over at fireman Wheelihan and said, "Jack, we're gonna' go ripping and tearing."

At this point he dropped the reverse gear in the corner and stood up to open the throttle all the way. The 4449 reacted almost with surprise at this sudden demand. The noise from the stack sounded like cannon shots as the GS4 accelerated.

Quickly we reached the speed limit before Doyle eased off and maintained the pace. Most amazing was the 60-m.p.h. climb up the 1% Cottonwood Hill grade westbound. Jack kept boiler pressure between 295 and 300 p.s.i. most of the time, only dropping to 285 p.s.i. for a short time at the top of the grade.

The 4449 seems to ride a little rougher than the 844, possibly due to the friction bearings used on the GS4 or the condition of the track. The 4449's exhaust generally seems to sound a little sharper than 844's, but these are

Firing the 4-8-4s

Jack Wheelihan, who has fired the 4449 regularly since the Freedom Train days, has familiarized himself with the physics of locomotive combustion and operation. Doyle notes that the GS4s had a reputation for being hard firing engines. If a fireman lost control, it was hard to recover. Doyle continues, "Jack knows me and knows the engine, and he anticipates my moves and understands cause-and-effect when he fires."

Jack has also fired the 844 several times and is uniquely able to offer some insight into the similarities and differences between the two engines.

Firing a modern 4-8-4 requires a considerable amount of skill. Firing an oil burning version demands attention, understanding and close coordination between engineer and fireman. Unlike a coal burner, the oil burning locomotive does not have a large, fairly slow-reacting bed of hot coals. Instead, the oil fire is just a huge flame that results when the fuel oil is blown, or atomized, into the firebox by the rear-facing burner located in the forward center of the firepan. The oil is blown rearward toward the firedoor by high pressure steam from the atomizer, creating a flame that curls upward around the back of the firebox and forward into the combustion chamber. The hot gasses continue forward through the tubes and flues and into the smokebox. Here the gasses and smoke from the fire mix with the exhaust steam from the cylinders, and the combination is expelled through the stack.

The size of the flame in the firebox is controlled by the fireman's oil firing valve. If a hotter flame is needed to adjust to an increase in demand, the fireman increases the oil flow by opening the firing valve. When the flow of oil is increased the fire will burn hotter up to the point where the intake of oxygen in the air being drawn into the firebox necessary to support combustion is limited. If the engineer adjusts the throttle setting and/or valve stroke to compensate for the higher firing rate, the fireman's problem is solved.

The sound of the exhaust tells the engineer whether or not his charge is running efficiently. A mushy or soft exhaust suggests that exhaust gas velocities are not high enough to create sufficient vacuum in the smokebox. McCormack and Lee will listen to the exhaust for a sharp crack and monitor cylinder back pressure to get the most out of their engines while working with their firemen to achieve optimum conditions in the firebox.

Ralph Johnson, chief engineer at the Baldwin Locomotive Works in the early 1940s, in his textbook "The Steam Locomotive" offers the following explanation of locomotive drafting principles. The standard method of producing draft in steam locomotives is simple, as the draft varies automatically with the work required of the engine. However, there is one great disadvantage in that the restricted discharge area of the nozzle imposes a back pressure on the pistons, which causes a serious decrease in cylinder horsepower output. The merits of any front end (smokebox) arrangement must be measured by two standards: the discharge of the required amount of steam at the lowest possible back pressure and the drawing through the front end of an adequate volume of combustion gasses. The purpose of varying the front end arrangement is to secure the desired high ratio of air flow to steam flow while maintaining a high ratio of steam flow to exhaust pressure.

Johnson notes that an endless number of different designs of stacks, nozzles, deflecting plates, petticoat pipes and netting have been tried. He states that results obtained were frequently contradictory and "difficult of explanation." Nevertheless, there were some "laws" of front end design that were developed. Among these was the determination that exhaust pressure is the most important variable in the removal of gasses from the front end, as it determines the rate of steam discharge.

Stacks were generally designed with an inside taper, or venturi, which increases the velocity of exhaust gasses as they flow through the neck, or restriction. This increase in velocity, or exhaust pressure, creates the vacuum in the smokebox which in turn draws the hot gasses from the front end. This determines the rate of exhaust steam discharge. The 844 and 4449 have very different front end configurations to yield the same general results — the 844 has a double chimney, while the 4449 has a conventional single stack.

All the theory goes out the window if the engineer and fireman don't work in concert.. Steve Lee has Bob Krieger and Lynn Nystrom as his regular firemen. Usually, one will fire, and the other will drive the support truck. They trade off at service stops. Both are able to work in concert with Steve, as Jack Wheelihan works with Doyle McCormack. This group combines the physics of locomotive operation with a wealth of experience that does not come from textbooks.

The above principles apply to firing both the 4449 and the 844. However, there are some differences in the two locomotives that were described earlier. One is the difference in burner design and drafting. The difference in gas flow patterns in the firebox results in different firing characteristics for the two engines. On the 4449, the harder the engine is worked the more the flame is drawn rearward toward the firedoor before veering upward to the crown sheet and forward through the combustion chamber and tubes and flues. This means that the fireman can use a fairly low atomizer pressure, since the flame does not have to be forced into the air stream. On the 844, the harder the engine is worked the more atomizer is required to get the flame into the combustion air stream. This is probably due to differences in the method of introducing air into the firebox.

The fireman must work with the engineer to maintain boiler pressure close to the 300-p.s.i. mark without having the safety valves open while keeping from a half to three-quarters of a glass of water, minimizing smoke out of the stack and calling signals while waving at the photographers at lineside. In addition, the fireman has to anticipate the effect on boiler water level of climbing a grade like Sherman Hill and immediately going downhill and finding the water has disappeared from the bottom of the glass.

The 4449's crown sheet is only 3½ inches below the bottom of the water glass and has an arrow at the three-quarter mark on the water glass to indicate suggested water level when climbing a 1.55% grade. The 844 has a more conservative ten-inch distance from the bottom of the water glass to the top of the crown sheet.

TWO PHOTOS JIM BOYD

While maintaining solid professionalism, the crews of the 844 and 4449 allow themselves a little fun along the way. After all, what else could cause that grin on Steve Lee's face when the 844 is working perfectly and he has left the chasers in the dust (or better still,

DEPARTING KLAMATH FALLS on May 6, 1984, fireman Jack Wheelihan looked back from 4449's cab just before engineer Doyle McCormack hauled the throttle wide open and began hooking up the reverse gear. What great sound!

they have been stopped by a black-and-white with a flashing bubble machine on top). Jack talks about firing the 4449 side-by-side with the 844 into LAUPT in 1989, while Steve had a huge spray bottle that he used to squirt water into Wheelihan's face while a network TV camera recorded the whole thing.

Jack also says that the 4449 has a particular combination of throttle and valve stroke setting where the engine uses more steam than the fireman can provide because of insufficient draft — and Doyle knows where it is.

Doyle's favorite story of the 4449's capabilities involves a comparison with Amtrak F40s and comparable-size trains. Hito Hill is a one-mile 1.1% grade that starts out of Aurora, Oregon, and crests at Hito. The speed limit at the bottom is 40 m.p.h., but just past Aurora the limit increases to 70 m.p.h. The 4449 accelerates going up the hill, but Amtrak F40s on the *Coast Starlight* can only maintain their speed.

Money makes the wheels go 'round

Financial support for maintenance and repair on the two locomotives is totally different. The 844 is completely supported by Union Pacific. Steve Lee has a yearly budget and is expected to stay within it. His operating costs are offset by the charges to organizations that sponsor UP excursion trips. Sponsors, such as the Pacific Limited Group, which has been operating long distance UP trips for four years, must be used for all UP excursions as a result of a clause in their contract with Amtrak.

Union Pacific has over $15 million invested in the excursion fleet cars alone. The UP fleet of cars and engines also gets a lot of use on employee, public relations and shipper specials.

Doyle McCormack and the 4449 have had to go it alone, since Southern Pacific policy didn't allow direct support to the 4449 and its train. Doyle has often been called upon by the SP to support various operations such as shippers specials and publicity operations. The 4449 has also operated on the Burlington Northern and Washington Central to help generate revenue. Trips to events like Sacramento's Railfair had to be supported completely by ticket sales.

Maintenance of the 4449 and the car fleet is a costly proposition if the engine runs only once a year. However, SP has frequently called on the 4449 and its train for special operations similar to those operated by the UP. Some 4449 trips, with the ten-car *Daylight*-painted fleet, are sponsored by Friends of the 4449 or the Northwest Rail Museum. Some operations are sponsored by other organizations such as local chapters of the NRHS.

The impending acquisition of the Southern Pacific by the Union Pacific clouds the future of the 4449 since UP policy does not allow operation of "foreign" steam power. However, predicting the future of steam operations anywhere is a futile activity. Witness the rapid change at the Norfolk Southern.

Restoring a locomotive

Steve Lee and Doyle McCormack have similar philosophies about rebuilding and operating steam locomotives. Pulling the Ol' 392 out of the park and rebuilding it is essentially a three step decision-making process. First, is the engine a viable excursion engine? Is it big enough to pull a large enough train to make a profit and not tie up a main line railroad because it is too slow? At the same time, it can't be a 4-12-2 or a Big Boy (as some folks are suggesting) because there isn't a railroad in the West that would run a 12-coupled rigid frame engine or a coal-burning behemoth. Is the engine is well enough preserved to be rebuildable, and do the people involved have the money and skills necessary to get the job done?

Second, the rebuilding job must be mechanically near perfect. Railroads will no longer fool with engines that have had little more than a new coat of paint, as a few engine operators have discovered. Doyle and Steve applaud this, since a repeat of something like the Gettysburg boiler explosion could kill steam operations everywhere if it happened on a main line railroad.

Third, as Doyle says, "Now that you have your engine all rebuilt and FRA approved, your problems are just starting." That VP of Operations who said five years ago that he would allow the engine to run has probably gone to another job, and his replacement — recently promoted from the "Just Say No Department" — greets the proposal to run on his railroad with, "You want to do what?"

Division superintendents who are responsible for 500 miles of single-track railroad that are already choked with trains will see a steam special as just another attractive nuisance to tie up their railroad. You can probably name quite a few engines today that are "all dressed up with no place to go."

Outlook for 1996

The UP steam crew is nearing completion of a thorough overhaul of the 844 in their Cheyenne shop. Flues, tubes, superheater units, tires, springs, firebrick and brake equipment are all new. Appliances were rebuilt when it was found that they were in good enough shape. This overhaul will keep the engine operational for many years. Steve's plans call for completion of the engine in time for trips in late summer of 1996 when the 844 is scheduled to pull a series of trips over the former Chicago & North Western in late August and early September. These trips, to be sponsored by the Pacific Limited Group, will include a run over the main line from Omaha to Chicago and three Labor Day trips out of Chicago. With the SP coming under control of the UP, the long range future for 4449 is yet to be determined. Two trips for the 4449 are being discussed, but details are unavailable at this time.

Those Western "Super" Northerns are truly impressive machines, and keeping them running is no small feat. Lee and McCormack and their crews have operated under different financial and management parameters on their respective railroads, but there is no denying that they have done a magnificent job of keeping these two grand machines operating.

Which locomotive is -t? Why, just ask Steve or Doyle.

The Lost Generation

by Ted Benson

The end for Geeps and Cadillacs?

STORM CLOUDS *are gathering over the hills west of Ione, California, on the last day of March 1995. For Southern Pacific's Lodi Local, another long Friday has come to an end. It's the one day of the week the Stockton-based crew works the Ione Branch; a day guaranteed to fill a full twelve hours with a trip to be continued tomorrow. On the quarry spur at Edwin, engineer Chico Tolbert shuts down his power and sets handbrakes.*

"Kinda' hard to do two day's work with one crew," conductor John Sesser observes. "We'll finish up in the morning."

Brakeman Bruce Corgiat and a railfan photographer chat beside SP 3383, a former Texas & New Orleans GP9 sharing the horsepower chores with a Cotton Belt GP40-2. Corgiat, a second-generation Espee "rail" and son of legendary engineer Bert Corgiat, acknowledges the venerable EMD's past.

"They were good engines in their day," Corgiat notes of the 1954-vintage diesel. But he minces few words about the present. "The old Geeps are pretty well shot — they seem to break down just about every trip." Strolling off to a waiting crew taxi, Corgiat paints a bleak future for SP's first generation survivors.

"I don't expect they'll be around much longer."

PHOTOGRAPHY: TED BENSON

For many diesel fans, no aspect of railroading is more visceral than the accelerating thunder of an EMD 567 prime mover. It's a full generation of locomotive development compressed into an octave of raw power. Across the "Golden Empire," from the main lines to the branches, no sound better defined the first four decades of Southern Pacific's diesel era.

On today's Espee, the inimitable chant of a 567 is all but gone. Forty years after sending SP's last iron horses out to pasture, the locomotives that vanquished steam are themselves defeated. Appropriately, Southern Pacific's first generation of diesel power ended in California, where the railroad's final steam operations created vivid memories for a first generation of diesel enthusiasts. To those baby boomers, now entering middle age, SP's 567-powered diesels had become the new generation's steam locomotives.

And those diesels — Lord! Streamliner or hood unit, it didn't matter which model of EMD Espee's "Black Widow" paint job was wrapped around. For those too young to understand steam as anything less than Armageddon with a smoke stack, nothing could compare to a 567 winding up beneath a steel skin whose ebony elegance was second to only the Warbonnet on the Santa Fe. For many fans, the worst thing to happen to SP's diesel fleet was the advent of red and gray paint.

The best circumstance to befall Espee's pioneer hood units was an extensive rebuilding program initiated in 1970. Doubling the life expectancy of the Geeps and Cadillacs while eschewing chopped noses and "headache" cabs, SP's Sacramento Locomotive Works endeared the locomotives to a second generation of diesel lovers. Electrically, the "Nines" were a match with the railroad's newest units. Aesthetically, the locomotives were a throwback to the Fabulous Fifties. Suddenly, the red and gray paint from 1958 didn't look all that bad.

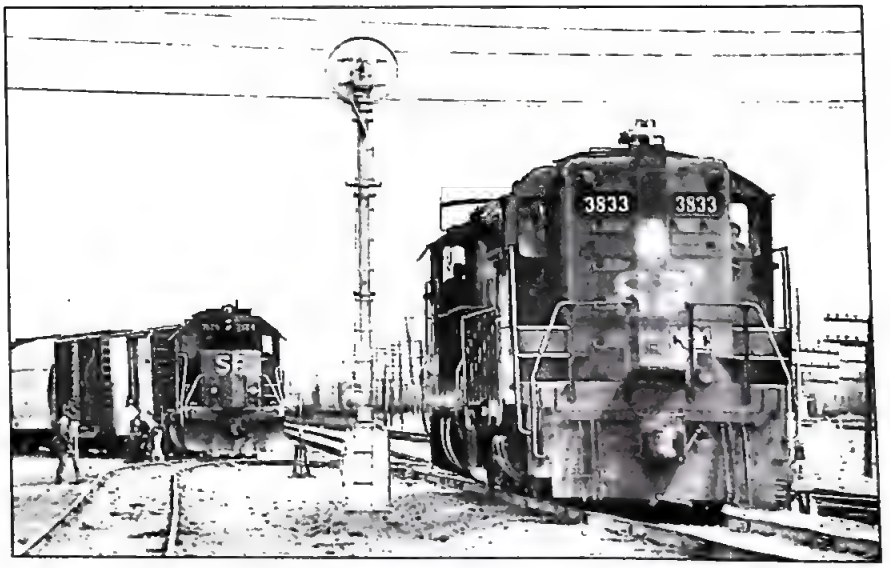
Big numbers helped, too. Between 1952 and 1959, the railroad purchased one GP7, 43 SD7s, 149 SD9s and 340 GP9s. The roster included EMD's first six-motor

HIS TWELVE HOURS over and the day's work to be completed tomorrow, SP engineer Chico Tolbert heads for the crew taxi at Edwin, California, four miles west of the namesake terminus of the lone Branch. March 31, 1995, finds the lone job powered by GP9 3383 and SSW GP40-2 7271. For the 1954-vintage Geep (ex-T&NO 404, the fifth freight GP9 on the system), few revenue miles remain — by autumn the Geep will be off the roster and scrapped. Rearrange the numbers (**below**), but the story is the same. On the main line for what's likely her last *Livingston Turn*, the 3833 (and SD9 4438) roll light through Stockton yard on April 15, 1995, bound to pull empty grain hoppers from a feed mill south of Turlock. GP40-2 7124 is gathering cars for the *Tracy Roadswitcher* — the first "new" unit to work the Tracy job where GP9s had ruled for years.

hood unit (SD7 demonstrator 990) as well as the first production low-nose units (SP's last 20 GP9s). Three decades later, the roster was remarkably intact. By the fall of 1985, 276 GP9s (18 of them unrebuilt), 139 SD9s and all 43 SD7s remained in service. The Geeps and Cadillacs looked like they would live forever.

They didn't. Ten years later, the show was essentially over. Three mergers (one failed, one successful and one pending), new power and the inexorable march of time had reduced the ranks to a handful of survivors.

By 1995, SP's first generation power was concentrated in northern California and Oregon, with most units based at Roseville. Drag freights to Fresno, Redding and the Bay Area kept a number of Cadillacs on the main line. Locals and switch jobs at Stockton, Oakland and Martinez held onto their Geeps. Roseville yard remained a bastion of SD7 operation. But with a goal to retire 300 of the system's "least-reliable" units by year's end, the dead-lines expanded at a dismaying pace. GP9s and



SD9s were laid up at the slightest provocation. Locomotives like the 3383, which suffered an electrical fire in early April, were finished.

Espee's retirement program bore bitter fruit throughout the summer. Of 70 GP9s

A STORMY JUNE 15, 1995, finds restored SP Geep 5623 idling outside the West Oakland, Cal., shop in the company of GP9 3842. Now privately owned, the "torpedo boat" passenger unit has been restored to full Black Widow dress and is bound for a Railfair display in Sacramento before returning to work on the Oakland Terminal Railway. The high headlight placement gives away Geep 3842's heritage as T&NO 453, built in February 1959 and delivered in the "new" gray and red scheme adopted in 1958.

IN 1995, trains of empty coal hoppers returning to the mines in Utah and Colorado were running behind new General Electric AC units, but in 1994 the coal jobs got what was available — and on this hazy December 1 Thursday afternoon (**right**), the coal MT's are storming up the valley behind diesels the GE's will retire: SD9s 4390 / 4371 / 4421 and GP9 3383. The DGHX hoppers are making track speed past Calla siding on the south side of Manteca. Cadillacs and Geeps were rare on these trains by 1994 — as it turned out, Extra 4390 East would be the last time I ever encountered SD9s at speed on the main line. What a way to go!

outside Roseville yard. Even then, pure sets of "Baby Cadillacs" were often adulterated by the addition of GP9s and SD9s.

But all was not doom and gloom.

"Black Widow" restorations on a pair of GP9s (Willamette & Pacific 1801 in 1993 and privately-owned SP 5623 in 1995) brought Espee's first generation to a decorous conclusion, inspiring future preservation efforts. As the railroad spun off extraneous trackage in the early 1990s, regional operators like W&P and California Northern purchased a few Geeps and Cadillacs for operation on old home rails. Large blocks of 567-powered locomotives were picked up by brokers like Omnitrax and Progress Rail, bound for resale or lease. A few units went to scrap, SP 3383 included, but even then, sale to a "recycler" wasn't always fatal. December 1993 found GP9 3773 in a Richmond, Cal., junkyard; December 1995 saw the same unit, now Sierra Railroad 46, storming out of Chinese, California, with revenue freight in tow.

The sound of a 567 might be rare on the big railroad, but in the quiet corners of the old "Golden Empire," the thunder still rolled.

rostered on January 1, 1995, only 19 remained by mid-November. A fleet of 67 SD9s on New Year's Day numbered 27 by Thanksgiving. The 25 SD7s of January 1st had been reduced to twelve. And the roster numbers were misleading. Actual operating numbers were considerably lower, thanks to a July 1, 1995, FRA edict requiring event recorders on locomotives in main line service. A handful Geeps and Cadillacs made limited forays on the Warm Springs Turn after July, but by autumn, the sound of an accelerating 567 was rarely heard

TWO WEEKS AFTER departing Roseville under the cover of darkness, SD7 1510 (**above**) heads a string of 17 567-powered hood units in storage on the San Joaquin Valley Railroad at Exeter, California. Parked on former Santa Fe rail outside the old Exeter depot, the 1510 was joined on this November 11, 1995, by four more SD7s, nine GP9s and twelve SD9s (nine units are behind the photographer) — units sold to Progress Rail for resale or lease.

RESTORED TO Sierra's original diesel colors of red, yellow and black, ex-SP 3773 (**right**) makes her first run as Sierra 46. An unseasonably warm November 30, 1995, found the GP9 running east near Keystone, Cal., with empties for the Sierra Pacific lumber mill at Chinese.

TWELVE DAYS SHY of her 44th anniversary of service, ex-EMD SD7 demonstrator 1518 (EMD 990) works the east end of Roseville Yard mu'd with Cotton Belt GP9 3873. This was the very first six-motor EMD hood unit — the mother of all EMD C-C units to follow. On October 12, 1995, she is just another workaday yard shifter.

NIGHT CLOAKS *the Roseville terminal as a railfan photographer notes engine numbers on a shadowy back track. "1500, 1510, 4353, 4416...". The roll call of fallen warriors is a depressing exercise.*

But wait. There's a red-winking FRED on the last SD7 in line — and a live SD45 at the other end of the string! Check those numbers again: Every one of these locomotives is on the sale list to Progress Rail.

This is no funeral train. It's an "Exeter Express" — nine SD Sevens and Nines bound for Fresno and storage on the San Joaquin Valley Railroad pending resale or lease. These Cadillacs have a future.

Pausing near the yard office, Extra 7516 West radios for an air test and a running track out of town. The scene cries out for a camera, but the required photographic illumination would only invite ejection. The railfan settles for a notebook entry and a memory.

And what a memory. A trio of new General Electric AC's stand on a run-through fuel track opposite 7516 and her six-axle sisters. Sixty years earlier, new Baldwin-built AC-class articulated steam locomotives were ridding Espee of obsolescent power. On this October 1995 evening the same holds true, even if these AC's are diesels. With a highball on the air, Extra 7516 West holds to clear a hump trim crew. Out of the night comes the familiar rumble of 567s.

The units take shape — an SD7 multipled with a GP9. The Geep alone is worth noting: SSW 3873, the last Cotton Belt GP9 on the roster. But the Geep is forgotten in light of the SD7.

Her pedigree is an alpha-numeric swirl: EMD construction number 15624; outshopped at LaGrange in May 1951; delivered as SP 5308; in service at Ogden, Utah, on October 23, 1952. Twice-renumbered before rebuilding as an SD7E in 1980, SP 1518 stands apart from her roster mates. For the most important number in the history of SP 5308 / 2715 / 1415 / 1518 is her first: EMD 990.

She's the one.

The first six-motor EMD hood unit ever constructed. The mother of every C-C unit to follow. And on this pleasant evening in Roseville, one week into her 44th year of operation, SP 1518 is just another hard-working parent.

The yard job clear, Extra 7516 starts moving west, shepherding her flock toward new pastures with the blessing of the queen. ✏

CALIFORNIA NORTHERN 202 sports a fresh coat of Imron and the proper CFNR livery of Cambridge Green and Smyrna Beige. Units 202 and 203 (ex-SP 4319 and 4331) were acquired by CFNR in 1994 for service on the former Northwestern Pacific between Napa Junction and Willits to supplement ex-DM&IR SD9s 200 and 201, purchased in 1993. The SP units ran for months in tacky red and gray before getting a rather amateurish version of the CFNR scheme in late 1994. Not inclined to tolerate such nonsense, CFNR had the units repainted into proper livery in October 1995.

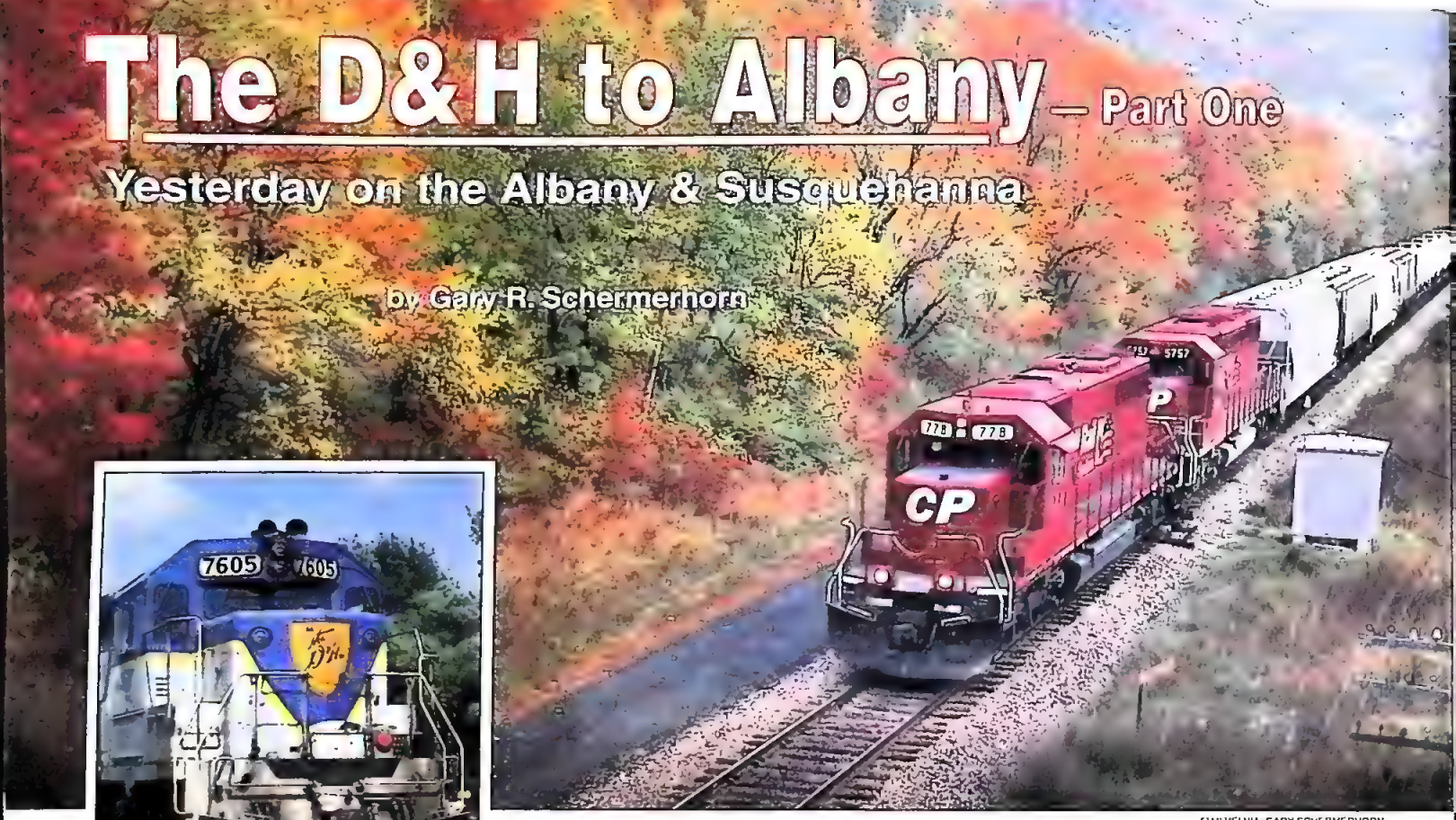
RESTORED SP PASSENGER GP9 5623 was ready to go to work for a morning's switching on the Oakland Terminal Railway in West Oakland, Cal., on Friday, July 14, 1955. Locomotive mechanic Howard Wise and SP engineer Errol Ohman bought the unit in December 1992 and put it to work on the Oakland Terminal. Built as a boiler-equipped and dual-controlled passenger unit, the 5623 is a veteran of SP's *Del Monte* and San Francisco commute service. The 5623 was renumbered 3005 in 1965 and 3189 in 1977. She was given the double-ended "Black Widow" livery in 1995.

THE HAIRY PALM of full-time photographer and part-time industrial designer Ted Benson (**above**) clutches his "masterpiece" color chart for Sierra Railroad Geep 46. Unimpressed, ex-SP 3773 glowers in the background outside Sonny's body shop in Exeter, California — on September 5, 1995, she's just a blank canvas, awaiting the soothing spritz of Imron. The true test of the livery comes on December 4 (**left**); how does it look on a grubby day? The 46 is easing nine loads of lumber and chips down Canyon Tank Grade into Cooperstown, California.

The D&H to Albany — Part One

Yesterday on the Albany & Susquehanna

by Gary R. Schermerhorn



FUJI VELVIA: GARY SCHERMERHORN

THE 20 NEW GP39-2s of 1975 typify the "new" D&H of the post-Conrail era. The 7605 was at Mohawk Yard in July 1979. The 7610 (below) had RW-1 westbound off Richmondville Hill on August 26, 1978.

Richmondville Hill is silent for the moment. The afternoon sun beams down between wisps of cotton clouds. The steady drone of traffic on nearby Interstate 88 can be heard between occasional chirps of birdsong while the rails of the single track main line have remained quiet since your arrival over two hours ago.

You pass the time checking and adjusting your tripod-mounted camera. Everything is on line for the anticipated southbound. You don't want any mistakes, because there won't be a second chance today. Rechecking the sun angle on the hill, you estimate that you have about 30 to 40 minutes before the tree shadows begin to devour the tracks.

INSET and BELOW: KODACHROMES, JIM BOYD

While waiting, you begin to daydream about the days long past on this historic line. You picture blue and gray Alcos barking furiously up the 1.35% grade out of Cobleskill and polished, streamlined PA's as they lead a Sterzing-era passenger special. Projecting back further, there are images of elephant-eared 4-8-4s and giant Challengers that blackened the sky and shook the earth.

Suddenly, your visions are broken by a distant sound. A dull roar can be heard from the other side of the hill, reverberating off the valley above the traffic sounds. The sound grows louder and closer. You bend toward your camera as you wait for the train to appear over the grade from the north.

You don't have to wait long.

Within minutes, the blazing ditch lights spear the curve. The camera light meter jumps in your viewfinder as the train's headlights find you. Immediately, four "action red" diesels fill your world: two SD40-2s followed by two MLW-built Alcos, an RS18u and a battered C424. They howl past almost effortlessly on the grade. You machine-gun your motor drive for all it's worth and stand back as the gale wind of freight cars rushes past. In moments, the train is gone and fading southwestward.

Once again the hill returns to its solitude. Only the distant horn and the faint, pungent smell of diesel exhaust is a remiinder that a train has just passed, Satisfied and a little bit startled, you pack up your equipment.

You have just witnessed the "modern" Delaware & Hudson running on one of the oldest main lines in the country. Its name is CP Rail System — today's Canadian Pacific — and its game is fast competitive traffic from the Canadian border to U.S. East Coast ports. This upstate New York segment is the former D&H Susquehanna Division, 142 miles from Albany and Schenectady to Binghamton.

The Albany & Susquehanna

The scenic line running northeastward today between Binghamton and Schenectady has a rich history full of folklore and adventure. It begins in the mid-1800s when farmers and townsfolk in the Susquehanna River Valley and neighboring hills began to voice their desire for a railroad that would connect their towns and bring prosperity to their land and farms.

Albany businessman Edward Delvan held a public town meeting attended by over 2000 citizens and delegates from twenty communities to begin serious discussions about a railroad, and he was then elected president of the Albany & Susquehanna Railroad, which was incorporated on April 19, 1851. The line was surveyed, and by March 1852 both the New York state legislature and the Albany common council had authorized financing. On the Fourth of July 1853, a big bash was held in Oneonta to celebrate the new railroad and the end of the town's isolation.

But things would not go easily. By 1854 the railroad was almost abandoned before it could even be built when the stockbrokers refused to pay their installments. When construction workers were issued certificates instead of paychecks, they became disgusted, and work halted. There was a long three-year lull until the state legislature allowed the desperate towns to purchase stock, and construction resumed in 1857 under the powerful influence of Joseph H. Ramsey, A&S's young vice president.

After eleven more years of struggle, the six-foot-gauge line was completed in 1868, having carved through Howes Cave Hill and Richmondville Hill and excavated the 2260-foot Belden Hill Tunnel. The investors felt more confident, and the A&S was able to start operations under now-president Joseph Ramsey. But the trouble was just beginning.

GARDINER CROSS

THE SHOT AT THE SUMMIT of Richmondville Hill looking eastward from the Brooker Hollow Road overpass hasn't changed in many years; compare this D&H southbound in April 1976 with the CP Rail "System Reds" **(opposite top)** on 261 out of Kenwood Yard (Port of Albany) on October 3, 1995. This .75% downgrade is at CPF527, just east of East Worcester.

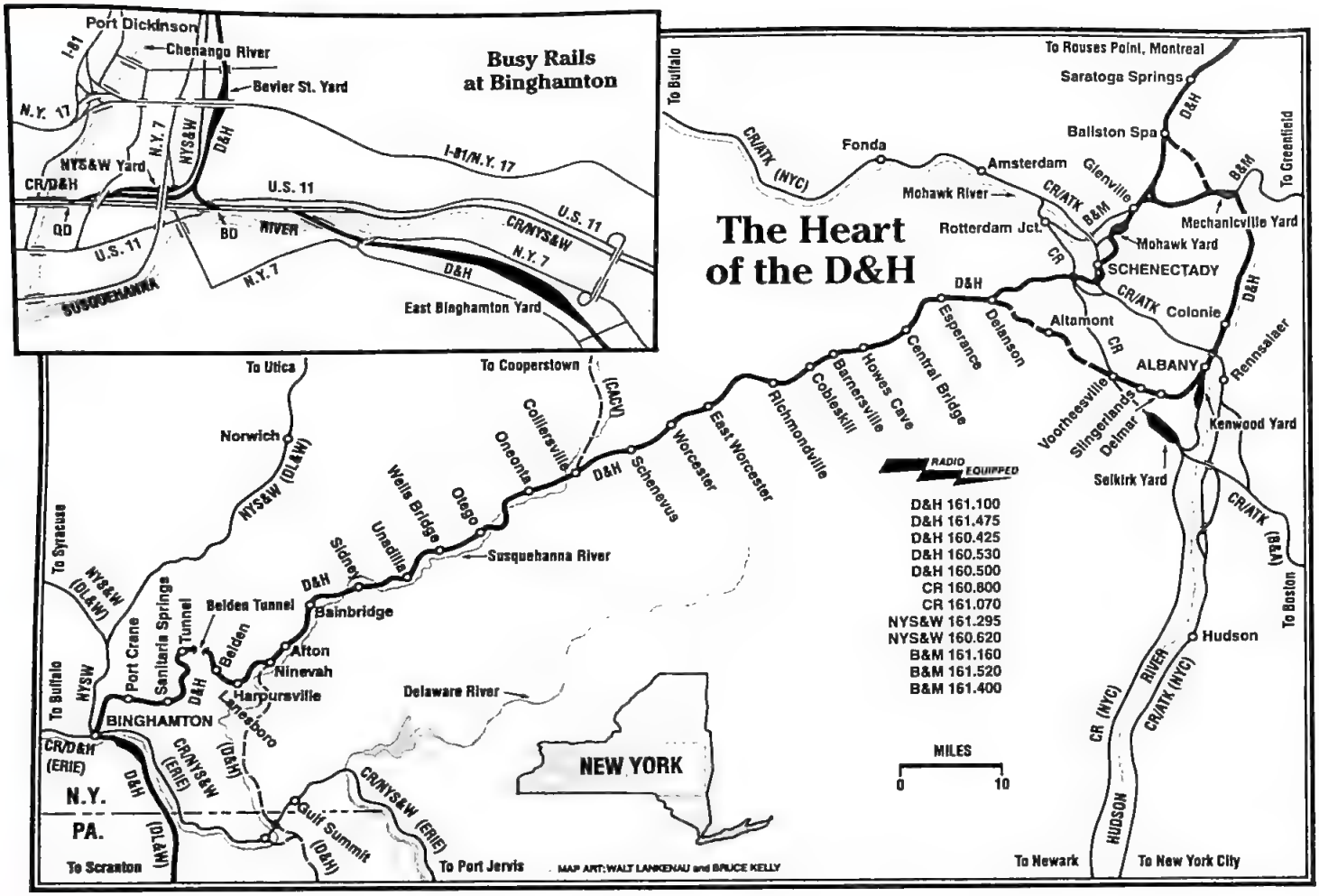
The Erie invasion

Two aggressive capitalists, Jay Gould and James Eisk, fresh from taking control of the Erie Railroad to the south, had their collective sights now on Ramsey's A&S, which would provide a vital link to the north and expand the Erie into a super power. Gould began to gobble up A&S stock which Ramsey, quick to Gould's game, immediately counteracted. This escalated into one of the most comical, ruthless and vicious legal battles of the period.

The fight for control of the A&S was immediately broken up into two divided groups, each with its own legal judge declaring who would be the receivers of the railroad. On one side were the aggressors led by James Fisk backed by Gould-funded Judge Barnard's court order to take possession of the railroad. On the other side was Ramsey's crew armed with Albany Judge Peckman's court order for their rightful ownership of the A&S.

Fisk repeatedly made attempts to take over the Albany offices after Ramsey was suspended during division among the directors. At each attempt Fisk was arrested and thrown in jail, from which in turn he was bailed out.

Things finally came to a hilt when Broome County sheriff Browne seized control of two A&S locomotives (the third escaped) in Binghamton as well as a passenger train passing out copies of Albany Judge Peckman's orders. Armed with the rival Judge Barnard's



orders, a group of loyal Erie Railroad Irish shopmen and a telegram from Fisk instructing him to take control of the railroad, Sheriff Browne proceeded north to do just that. At each station stop, A&S clerks were conveniently ousted and replaced by men loyal to Fisk.

When word of the Fisk train was flashed to Albany, A&S superintendent Van Valkenburgh assembled his own train to stop the Erie invasion. Leading the Albany force was master mechanic R.C. Blackall and his Albany shop "troops." Train No.7 — the "Blackall Special" — sped south and took a siding in Bainbridge on the evening of August 9, 1869. A short while later, sheriff Browne's train was ambushed, and his mob surrendering to Blackall's men. But the uprising wasn't finished yet.

By dawn on August 10, the Blackall Special headed south to Afton, Nineveh and Harpursville, where the ousted A&S agents were reinstated. On the other side of Belden Hill, a special train was dispatched north out of Binghamton with about 800 Erie men. By that evening, just east of Belden Tunnel, the Erie "army" and Blackall's men clashed as both trains lightly collided and pandemonium broke out. There was vicious fist-fighting, clubbing and even gunfire. Despite being outnumbered two to one, Blackall's troops held firm, and the poorly organized Erie mob was forced to retreat, with the Erie train backing through the tunnel and most of the men running for the surrounding hills.

With victory cheers, Blackall's men rerailed their slightly damaged locomotive and charged after the retreating Erie mob. Another face-off ensued on the other side of the bore, this time in the form of shouting, cursing and vile threats. But before further violence

could break out, the 44th Regiment of the State Militia marched in to break up the melee. Blackall's men retreated north to Harpursville, leaving a boxcar to blockade the tunnel (this incident was depicted in the 1930s Gary Cooper movie "Saratoga Trunk"). After the tunnel fiasco, the State of New York went into an uproar with the majority of sympathy in Ramsey's court.

The A&S was put under the governor's supervision and run under military control until the September 7, 1869, election of directors. After more legal battles and haggling, a stubborn and divided board of directors was sent to trial by the governor to decide through the Attorney General who would legally have control of the A&S. Judge E. Darwin Smith elected the Ramsey board, and Gould and Fisk were finally foiled from any future takeover of the railroad.

On February 24, 1870, a tired, battle-weary Ramsey and his board leased the A&S to the Delaware & Hudson Canal Company.

The Delaware & Hudson

The history of the Delaware & Hudson from its canal company origins in 1823 has been well documented. By the early 1900s, Oneonta Yard had become the bustling hub of the D&H, and several grade reduction projects were implemented in 1911 between Richmondville summit and Schenevus during the L.F. Loree presidency. As the D&H Susquehanna Division, the A&S became a vital part of the new-era "bridge line" strategy when coal began to decline in the 1930s. By the early 1950s, the line was dispatched out of Albany with CTC. Throughout the years, the huge American Locomotive Works on-line in Schenectady supplied the D&H with motive power from steam to diesel.

From the early 1960s to the mid-1970s, the D&H went through one of most fascinating and at times confusing periods in history. During the early 1960s, the D&H fought to secure its bridge line connections from unfriendly takeovers in the dawning era of modern mergers.

On the eve of the dreaded Penn Central merger, the D&H — along with the Erie Lackawanna and Boston & Maine — was granted possible future inclusion in the Norfolk & Western by the ICC. After delays in the PC merger, the ICC ordered the N&W to take in the D&H, EL and B&M under a rocky merger. By the time Penn Central became a reality in 1968, the B&M had bailed out and both the EL and D&H (under the protest of its eccentric twelfth president, Frederic "Buck" Dumaine) came under the N&W holding company known as Dereco Incorporated. The Dereco era would continue into 1972, long after Dumaine had resigned and the EL plummeted into bankruptcy.

Dumaine's dramatic diesels

By the mid-1960s, D&H passenger service had been reduced to two through passenger trains, the *Laurentian* and *Montreal Limited* between Montreal and Albany with through service via the old New York Central to New York City — a fairly busy and successful service. When Buck Dumaine became president of the D&H in 1967, he decided to upgrade the passenger trains with streamlined cars from the Denver & Rio Grande. To replace the utilitarian but unimpressive boiler-equipped RS2s, in December 1967 he bought four big streamlined Alco PA1 passenger units from the Santa Fe. The Santa Fe 59L, 60L, 62L and 66L became D&H 16, 17, 18 and 19 while retaining their "warbonnet" stainless steel styling with the red noses replaced with D&H blue. The impressive PA's were an immediate hit with the railfans and traveling public, giving the D&H a truly "first class" image in an otherwise dreary northeastern passenger environment.

But the all-business Cleveland-based Dereco had little enthusiasm for flashy passenger power and soon supplanted the PA's with surplus EL EMD E8s. The creation of Amtrak in 1971 wiped out all D&H passenger service, and the 17 and 19 were traded to General Electric, while the 16 and 18 were sold to Bill Benson's Steam Tours Inc. for excursion service. By the end of 1971, it looked like the end had come for the D&H PA's as well.

JOHN R. TAIBI

THE ANTHRACITE REGION HERITAGE of the D&H is written all over the Cobleskill Coal Company retail shed on August 18, 1971, as a U33C and two C628s wheel a freight eastward through the village. Tilison's Lunch **(opposite)** in Howe's Cave served the workers of the Penn-Dixie Cement Company visible in the distance — the lunch remained even after the plant closed. A D&H C628 was leading a northbound freight in July 1977.

The Sterzing Era

In 1972 Hurricane Agnes blew the Erie Lackawanna into bankruptcy when its stormy rains severely damaged the main line between Binghamton and Hornell. The EL dropped out of Dereco, and the D&H got new management under president Carl B. "Bruce" Sterzing, Jr. An unabashed railfan, Sterzing brought new life to the D&H. He immediately bought back the PA's and used them to promote the railroad through shippers' specials and public excursions. Thus even the Susquehanna Division saw the PA's on passenger consists again.

In 1974 Amtrak put the D&H Albany-Montreal service on its route map as the new *Adirondack*, complete with "blue-bonnet" PA's and D&H equipment — and the federal passenger

corporation paid the D&H a healthy sum to upgrade the Montreal route back up to passenger speeds, which helped Sterzing's freight service and made maintenance money available for use elsewhere on the system. The PA's were upgraded for Amtrak service by Morrison-Knudsen, which rebuilt them as "PA4s" with modern Alco 251 engines in place of their obsolete 244s.

With the PA's now working for Amtrak, Sterzing picked up a pair of Baldwin RF16 freight "Sharks" for specials and excursions — and for regular service on local jobs and as helpers out of Binghamton on Belden Hill.

Bruce Sterzing's efforts at salesmanship and traffic solicitation were successful, and the D&H soon found its freight Alcos — and a few new GE's — busier than ever before. By the mid-1970s, while surrounded by EL bankruptcy and post-Penn Central disaster, the D&H was in fighting trim and strong enough to stand on its own.

Avoiding Conrail

With the formation of Conrail on April 1, 1976, (the federal blue knight sent in slay the Penn Central dragon) the D&H was again transformed. Unlike its bankrupt neighbors, the D&H was considered a healthy railroad and not mandated into Conrail. In order to be competitive with the newly created giant, the D&H was offered gateways and trackage rights that would nearly double its size overnight. The "Three-R Act" legislation that created Conrail granted the D&H new connections to Oak Island (Newark, N.J.), Buffalo, N.Y., and Potomac Yard at Alexandria, Virginia, and offered it "first pick" on motive power from the Conrail-bound Lehigh Valley and Reading fleets.

With its new connections, the D&H went to work adopting the former-LV "Apollo" piggyback trains from Buffalo to Oak Island and freight service to Harrisburg and Philadelphia. But instead of profit gains, the D&H found itself overextended, power short and stuck with roundabout routes against Conrail's more competitively direct ones.

It didn't take long for Sterzing's ship to take on water and begin to sink.

Guilford to Susquehanna to CP Rail

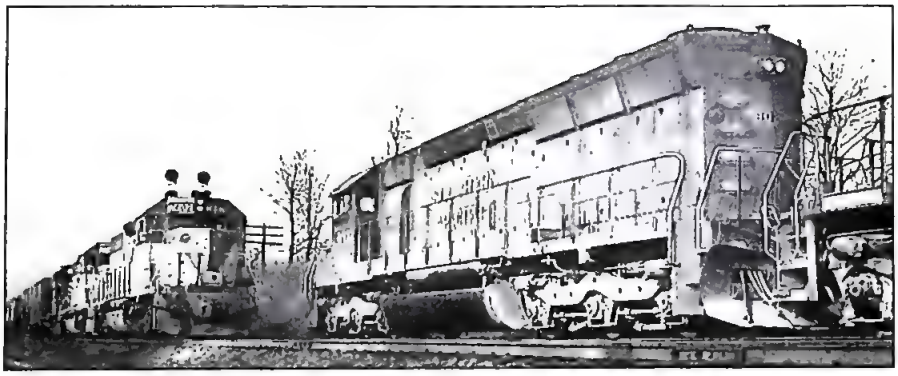
In the 1980s, the D&H fell into hard times as it struggled to stay alive against a rapidly strengthening and aggressively competitive Conrail — which could "throttle" D&H traffic over many of the trackage rights routes. By 1978 Sterzing had resigned, his beloved "living history" museum fleet of PA's and Baldwin Sharks leaving shortly after his departure (the Alco PA's to Mexico and the Sharks to a railfan). The *Adirondack* continued under Amtrak with turbo equipment.

Things weren't all negative, however. In 1980, the D&H purchased the 57-mile ex-DL&W line between Binghamton and Scranton from Conrail and abandoned its own nearby Penn Division with its steep grades in both directions over over Ararat Summit (the ex-DL&W line has only the one short but steep grade out of Scranton to Clark Summit). This in turn led the D&H to resurrect the old Lackawanna East Binghamton Yard in Conklin and subsequently downgrade and abandon both the Oneonta and Bevier Street Yards on the Susquehanna Division.

In 1984, Timothy Melon's Guilford Transportation Industries, fresh from gobbling up the Boston & Maine and Maine Central, purchased the D&H for a modest $500,000. But GTI, despite promised expansion and much New York State investment, failed to do any turnarounds to the D&H's steadily declining traffic base and the deteriorating condition of its physical plant.

By 1988, the railroad that had avoided Conrail because it was too healthy, was in bankruptcy. The D&H unions rebelled against Guilford's predatory labor tactics, forcing GTI to cut the D&H loose. The little New York, Susquehanna & Western, which had parlayed a nearly abandoned New Jersey short line and a couple of ex-DL&W branches out of Binghamton into a competitive coast-to-coast doublestack container train route, took over operation of the D&H under an ICC directed service orderon June 22, 1988. Suddenly Susquehanna SD45s and F45s were handling D&H trains over the Susquehanna Division along with an entire fleet of brand new NYS&W GE Dash 8-40B's underwritten by CSX.

J.J. YOUNG, JR.



RICHARD ALLEN

Under the Susquehanna, the D&H's morale and physical plant steadily improved — with help from CSX and Norfolk Southern, who were eager to see an independent competitor to Conrail in the region.

During this up-and-down period, the D&H in appearance resembled a railroad with a multiple schizophrenic disorder. Its once-dominantly all-Alco roster had been 70% replaced with an incredible mix of multi-schemed foreign EMD and GE road power in addition to leased and run-through units. Needless to say, area fans were getting variety on the D&H that bordered on chaos!

After a failed attempt at independence,

HARPURSVILLE TRESTLE, a favorite spot for local railfans just west of Nineveh Junction, felt the passage of "A-B-A" CP Rail SD40-2s (**above**) on an acid train headed up Belden Hill on May 6, 1995, while back on June 7, 1971, PA's 16 and 18 (**opposite**) had an inspection train northbound for Oneonta. Behind the photographers, the D&H Penn Division from Nineveh Junction to Scranton crosses over Route 7 and Wylie Brook; run-through Lehigh Valley C628s were southbound on the Penn in May 1973 (**right**). More LV Centuries were headed eastbound through Otego (**below**), just west of Oneonta, on that same day. You never knew quite what to expect on the line between Binghamton and Albany; in April 1980 (**opposite top**) an SP SD45 was leading NE-87 as it met eastbound BM-1 with GP39-2s at Nineveh Junction.

UNDER

A DERECO-ERA ERIE LACKAWANNA E8 shared THE Mechanicville engine terminal in March 1973 (**above**) with a D&H RS36 and C628. At the east end of Mechanicville yard, PA 17 had the southbound *Laurentian* crossing the B&M diamond at XO Tower in May 1975.

TWO EKTACHROMES JIM BOYD

the D&H was put up for sale. When the bids were tallied, CP Rail System won out for 35 million dollars — but with a catch. CP wanted trackage rights over Conrail between Harrisburg, Pa., and Hagerstown, Md., to reach the Norfolk Southern. Disagreements with Conrail over this gateway led to the CP pulling out of the deal, leaving the D&H once again in a vacuum. Finally, after more haggling, CP took over the D&H in January 1991 for $25 million minus the Hagerstown trackage rights. A new era for the nation's oldest transportation company was about to begin.

The new landlord from the Great White North wasted no time asserting its influence in both motive power and an upgraded physical plant. Like the Soo Line in the Midwest, the D&H was considered a subsidiary of the CP Rail System and part of its strategic master plan to connect British Columbia ocean gateways to the U.S. East Coast seaports. The D&H was to be a Canadian "bridge line" into the American ports and markets, enhanced in part by the Free Trade Pact of 1990.

CP Rail identifies the entire D&H as its "Bridge Line Division," and today the Susquehanna (2nd) Division is its vital link from Montreal to Binghamton, Oak Island, Philadelphia and Buffalo. Track speeds, once riddled with slow

THREE KODACHROMES, JIM BOYD

orders are now 50 m.p.h. over the entire D&H, thanks to a $46.8 million upgrade program. New signaling between Richmondville and Cobleskill has also been installed, and older D&H-era signals were taken out of service.

To smooth out operations, CP Rail upgraded and realigned track in the busy but cramped East Binghamton Yard. And after years of having to wye locomotives at BD Interlocking, in 1995 they installed a new kit-built, 72-foot turntable in East Binghamton.

Shortly after CP Rail purchased the D&H, the influence of its motive power was immediately evident. In addition to the onslaught of red SD40-2s, big MLW six-motors began to trickle down

THE TRACKSIDE RESIDENTS of Central Bridge, N.Y., were on;y casually aware of the passage of a D&H eastbound (**above**) in July 1978. One year later another GP39-2 (**below**) had a southbound ready to depart Mohawk Yard. In March 1975 RS11 5011 was working Oneonta Yard (**opposite bottom**) while a road set with U33C 754 was preparing to pick up its train. In the background is the Oneonta car shop, part of the original Albany & Susquehanna locomotive shop complex.

TWO KODACHROMES JIM BOYD

FUJI VELVIA GARY SCHERMERHORN

THE SUSQUEHANNA ERA on the D&H, beginning in June 1988, was typified by an NYS&W F45 and SD45 leading BUME up Belden Hill **(above)** at Nolan Road on October 20, 1988 — with another F45 / SD45 set shoving on the rear! A D&H rebuilt ex-Reading C424m **(left)** in Guilford livery had an NYS&W Dash 8-40B and SD45 easing westward out of East Binghamton Yard in October 1989. Five years later, Alcos were still in evidence as a CP Rail C424 **(below)** and RS18u got stack train 554 under way out of East Binghamton on September 23, 1994.

from Montreal, and RS18s and smaller Centuries became regular features at Binghamton. Soo Line power also began to regularly appear, usually on unit grain trains bound for the Port of Albany and manifests from the west.

Next month

In the May issue we'll take a look at the physical plant and operations of the Susquehanna Division today under CP Rail just in time to get out for some springtime railfan action.

Rumors of a Railroad's Demise

"According to the other magazines, I should be dead and buried by now." That was a recent statement from BNSF manager of public affairs Mike Martin regarding the monthly deluge of "Farewell to the Santa Fe (and BN, and SP, etc)" stories that have been appearing in various rail publications. On the surface, these articles have been admirable attempts to pay homage to big Western railroads that had, until now (with the exception of BN), retained the same basic identities they were born with a century ago. However, there's been a lot of eulogizing and gushing of tears when there's not even a casket in sight. BN and Santa Fe are now officially merged, but, according to Martin (who comes from AT&SF), the operations of the two railroads won't be fully integrated for many more months. The UP swallowing SP is even farther down the road.

Thinking that the Santa Fe and SP are already on their death beds, a lot of photographers have been devoting all of their weekends and vacation time getting those "last shots" of their favorite road. The destinations of choice among people I've talked to seem generally limited to Tehachapi, Cajon, the Needles Sub and the Arizona Divide. Santa Fe is the common element among all four locations, which leaves me wondering if I'm the only person fascinated with the SP across southern Arizona and the BN through north Idaho and western Montana while everyone else is fixated on getting "one more shot" of warbonnet super cabs bounding across the desert.

Perhaps the information which BNSF released to financial analysts on January 23, 1996, will help to calm the railfan hysteria. The railroad is dividing itself into three "operating lines" which generally reflect the predecessor roads: "Santa Fe Lines" for the former AT&SF trackage; "Burlington Lines" for what was once the CB&Q and Colorado & Southern and "Northern Lines" for most of the ex-Great Northern, Northern Pacific and Spokane, Portland & Seattle. There are some overlapping areas (certain Santa Fe segments being in Burlington Lines territory, etc.), but for the most part, the entities which predate even the BN are going to be recognized by name.

It doesn't end there. Look at the news photos on page 3. Locomotives that had been on order for Santa Fe and BN are *still* being delivered in their respective paint schemes and nose heralds, augmented with BNSF lettering on the hood. Any unified paint scheme isn't going to be introduced until the next round of new BNSF power (and hopefully not the "Barf Bonnet" colors applied to SD70MAC 9647). But now, reliable industry sources tell R&R that there are signs the red and silver warbonnet and the BN green and cream liveries depicted on page 3 could remain permanent fixtures.

What? *Two* paint schemes on *one* railroad? Think again. Santa Fe already had two liveries before it entered the merger: blue and yellow as well as red and silver. BN had both its familiar Cascade green and its newer green and cream, plus variations of Cascade green involving "tiger stripe" and "white face" high-visibility treatments on the nose and cab.

The strongest support for the red and silver warbonnet may likely come from the top. Former BN chairman and CEO Gerald Grinstein retired on December 31, leaving Santa Fe's Robert Krebs — said to be an admirer of the warbonnet livery — in a singular position of power as president and CEO of BNSF. Even if BNSF announced a new corporate image right now, it would take many, many months before every diesel in the fleet could be cycled through the paint shop, so for now, the railroad will operate with not two, not three, but *four* basic paint schemes.

Several readers have asked, "So, when is RAILFAN going to do *its* bit on the demise of the Santa Fe" or "the SP" or "the BN?" Until the BNSF and UP-SP mergers are 100% complete and the individuality of the four roads has truly vanished, any effort to "look back" at them is a bit premature. And when the fat lady does finally sing, R&R will probably look ahead to changes in motive power, routings and operations on the new roads, giving its readers the latest news on how to railfan the BNSF and UP-SP, rather than wallowing too deep in the recent past.

But be patient; we'll venture down Memory Lane when the time is right — B.K.

Turkeys and what's?

It all began with an innocent enough phone call in the middle of Wednesday afternoon, January 24, when I got a phone call from reporter Lisa Miller of the *Wall Street Journal*. She'd been referred to me by *Journal* writer and railfan Dan Machalba.

"What do you think of Amtrak getting rid of their train names," she asked.

"What train names?" I replied.

"They are dropping the names from the passenger trains on the Northeast Corridor."

"Those turkeys! What a bunch of poops!" I candidly shot back, not awaiting further explanation. Little did I know I'd be quoted directly on the lead page of the next day's *Journal* business section.

She went on to explain that Amtrak's marketing people had determined that the traditional and historic names meant little to the harried travelers on the Corridor and that a "product line" and number would serve them better. I told her that I felt that the names didn't really "get in the way" since the trains already had numbers and that they added a friendly and personal side to a business that is often little more than a conveyor belt with a bar car. There are no names on the hourly and frantic 727 jet shuttles that are Amtrak's competition.

The next morning I was rattled out of bed at 7:30 by a phone call from ABC radio network news in New York. "What's this about calling Amtrak a bunch of turkeys and poops?" the perfect radio voice asked. That was the first indication I had of how I'd been quoted. I tried to collect my just-awakened wits to come up with an intelligent sound byte for him and wasn't too sure of my success

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— in the next ten minutes *after* the call I came up with a whole bunch of 'em.

I saw the *Journal* when I got to work and got a real kick out of Lisa's story. In essence, Amtrak had replaced the traditional Pennsy and New Haven train names like the *Senator* and *Connecticut Yankee* and *Yankee Clipper* with "product" names like *NortheastDirect 142*. Even the old New York Central got the treatment with the Washington-Niagara Falls *Mohawk* becoming *Empire 281*. To my way of thinking, that doesn't seem to be much of an improvement or clarification, and it sure isn't more "meaningful" as the marketers suggest. The *Journal* quoted Amtrak's V.P. of Marketing & Sales Rick Donnelly as saying, "... people would be just as happy to travel the trains using numbers."

I have no doubt that most of them would — and most of them would also fly the shuttle for a few bucks less or a few minutes difference in schedule. Those folks don't care one way or another. But how about the casual "mom 'n pop" traveler or visiting tourist? I think the train names make the frantic urban madhouse of the corridor less intimidating to the out-of-towners. If the business "commuters" don't care either way, why throw away a user-friendly marketing tool for the rest of the potential market? This isn't the ranting of a slobbering and sentimental railfan, it's just good logic! But logic ends at the Beltway.

At 11:05 a.m. I got a call from a friend in New York who'd just heard me on WABC radio news (but for the rest of the afternoon I didn't hear anything on the hourly newscasts). Later in the day I got a call from a Chicago radio station and gave them a fairly lucid and pro-Amtrak interview for the non-Corridor-oriented Midwesterners, pointing out how Amtrak's 125-m.p.h. Metroliners compete very successfully with two energetic airline shuttle services, and the names are not really critical to that particular market. I also did a phone interview with the Philadelphia *Inquirer*, whose reporter said that my "turkeys and poops" candor had been the hit of the newswires that day — J.B.

Bethlehem Steel follow up

Sometimes it's possible to get so wrapped up in a story that the research doesn't stop at the magazine deadline. Such was the case with Bethlehem Steel closing the "hot side" of its big furnace and mill at Bethlehem, Pa., on November 18, 1995 (March MARKERS and page 65). That last night Scott Snell, Tom Baker and I were treated to impromptu and unofficial tours of the furnace — none of us knew it would happen, we simply managed to visit the place in the middle of the very last night, and the last shift employees were happy to show off their antique steel mill.

After that visit, I had trouble locating any authoritative information on the closing of Bethlehem, so I relied on what the employees had told me but filtering out the hard feelings. But still, I think some of them were having fun with me and that I must have transposed some information. The result showed up in the lead paragraph of the Bethlehem story in the March 1996 MARKERS, page 62.

Bethlehem was not an open hearth furnace as I wrote, but a Basic Oxygen Furnace (BOF), and battleship guns haven't been forged in this country since the 1950s. The forge at Bethlehem is the biggest in the world, and it is still used, mainly for producing components for modern submarines. Lance Metz, curator and director of the Canal Museum at Hugh Moore Park along the Delaware River in Easton, Pa., has been extensively documenting the Bethlehem Mill for 15 years for preservation by using professional large-format photographers and videographers, and by collecting drawings and other important items. I learned of Lance's endeavors after the March issue was at the printer, and he was kind in correcting the above information and sharing his vast knowledge of the Bethlehem Steel empire.

Lance explained that Bethlehem has bigger and more profitable mills at Sparrows Point, Md., and at Burns Harbor, Indiana (near Gary). Sparrows Point is the biggest mill in terms of acreage in the U.S., and Burns Harbor mill is Bethlehem's most efficient — Lance feels the latter is the most efficient in the U.S.

Lance also explained that Bethlehem's biggest competitor is not the Japanese or the mini-mills but a relatively new firm called Newcore which has a huge state-of-the-art mill on the Arkansas River at Blytheville, Arkansas. Since it's a growing business in a non-union, lower wage part of the country, it doesn't have the burden of vast numbers of pensioned employees, and it is convenient to lower cost river transportation. Newcore is also building another large mill on the shores of Charleston Harbor in South Carolina. Lance said that Bethlehem's upper management examined the Newcore Mill and decided that any expense to upgrade Bethlehem wouldn't make it competitive. So, apparently, Newcore is the one to watch, but Lance predicts that the steel makers in the not too distant future will all have their troubles, as these mills are using scrap steel faster than steel is being scrapped. And I saw evidence of that already during a tour of Lukens in January (more on that follows).

As for good news, Lance reports that the project to establish a museum at the

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Bethlehem site is very close to happening. For several years Lance has been collecting some pretty impressive artifacts related to the mill, including portions of an open hearth furnace, and he obtained a genuine battleship gun which has already been shipped to Bethlehem for storage.

Lance added that before the closing of the Bethlehem's "hot side," the Allentown-based *Morning Call* newspaper did an excellent five-part story on about the mill and its closing, which the paper is making available in booklet form on quality paper. You can get it through the mail for $2.25 postpaid from the *Morning Call*, Bethlehem Steel Edition, P.O. Box 1260, Allentown, PA 18105. The reprints are only $1.00 each if you can pick it up in person.

Lukens Steel

In that effort of continuing education on steel mills, I accepted an invitation via Bob Bahrs to join the Society of Industrial Archeology on a tour of the Lukens Steel mill at Coatesville, Pa., along Conrail's Reading to Harrisburg main line. Most of you have probably seen this place, as it was the subject of a Grif Teller PRR calendar painting as the steel mill under the lofty stone Rockville-style viaduct.

This Lukens plant occupies 900 acres, and it's considered a "mini mill!" With electric arc furnaces, Lukens' specialty is flat steel. It can produce plate steel 208 inches wide, the widest in the U.S., and it was the very mill which pioneered "diamond plate" safety tread. It also produces the heavy armor plate on modern nuclear submarines.

Lukens history dates to 1810 when it produced the first iron boiler plate in the country, and the Lukens mill helped settle the Brandywine River Valley.

Lukens is considered very modern, and its numbers were staggering. For instance, one of its electric furnaces can produce 165 tons of molten steel in 90 minutes, compared to 100 tons in 12-18 hours produced by the open hearth furnace it replaced — but not cheaply; Lukens electric bill runs about $1.7 million per month, and the Bethlehem Mill was capable of producing a few times that amount of steel. Like most mini mills, its entire output is made from scrap, and I saw memos on some walls referring to the soaring prices for scrap steel due to shortages.

The tour of Lukens was a terrific learning experience, and if any of you have a chance to tour a steel mill, don't put it off, as the rail operations in and around steel mills are always worth the trip. The Lukens' plant railroad in Coatesville is the Brandywine Valley, which crosses only a couple of public roads and rosters a handful of older EMD end cab switchers. But deep within the 900-acre facility was a real find among industrial locomotives: a quartet of Alco S2 switchers equipped with two trolley poles each. These

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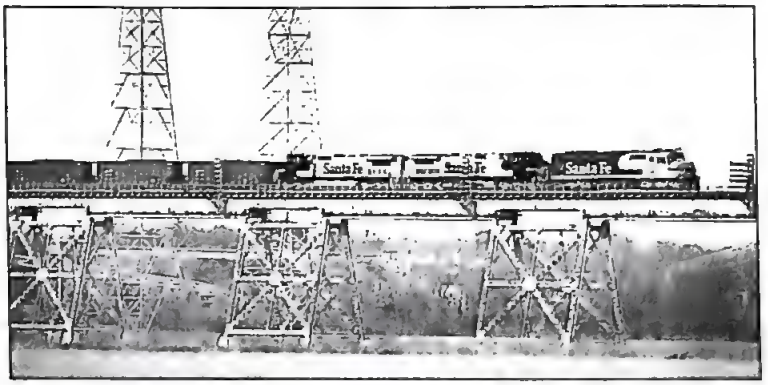

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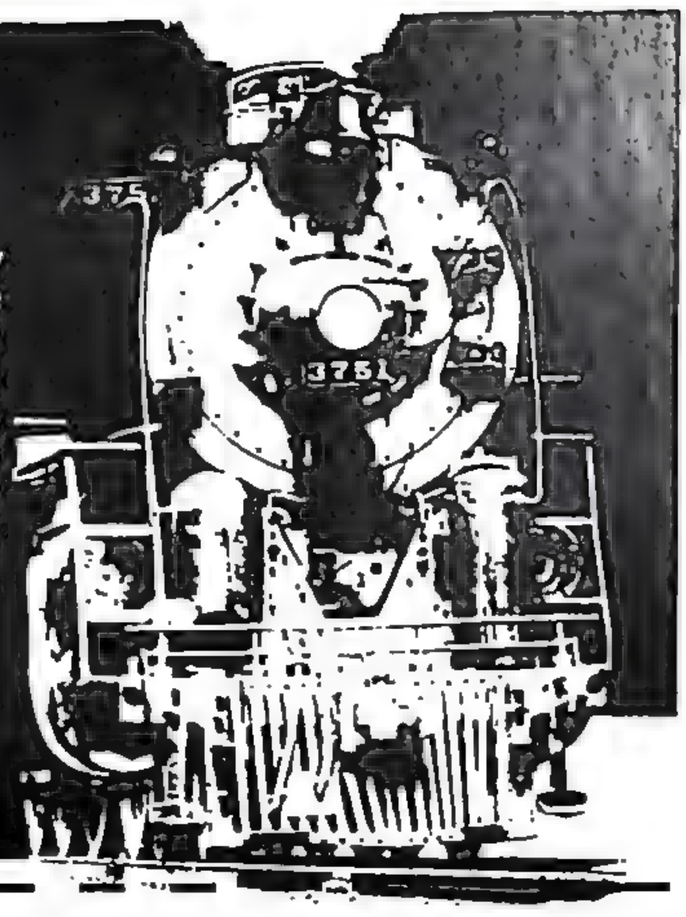

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units (page 13) are consecutively numbered, 12-15, and they have remote control on four parallel tracks under catenary with two trolley wires over each track — Lukens' own "broad way." With both "sides" of the electric current running through the trolley wires, there is no reliance on track structure to carry electric current.

These units are assigned eleven-car cuts of gondolas, a total of 44 cars, and an operator in a pulpit high up in the "melt shop" moves the desired cars into a large covered bay where the scrap is unloaded by magnets. The control panel to operate the locomotives looks, appropriately, a lot like a model railroad controller. When an eleven-car string is empty, the Brandywine Valley does the switching of the next eleven loaded cars. An understanding security person permitted a quick photo of these rare motors provided I didn't include any of the mill or its workings.

These "electric Alcos" have been in service since the melt shop was built in the 1950s, and no one at Lukens is aware of the heritage of them. None appeared to have builder's plates, and I couldn't get close enough to look for Alco frame numbers. Locomotive roster expert Ken Ardinger doesn't know what these units are, either, but he says that at least four others were done exactly the same way at Republic Steel's Canton, Ohio, mill.

Meanwhile, Lukens' takes pride in that, while the big mills duke out the competitive business on the common sizes, it can handle unusual sizes and orders of mixed dimensions better than anywhere else.

—MIKE

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KODACHROME: STEVE GLISCHINSKI

KODACHROME: GEORGE COCKLE

TWIN CITIES & WESTERN has acquired a pair of ex-IC SD20s from NREX. One of them, the 600, was seen in TC&W colors leading freight at Chestnut Street in St. Paul, Minn., on January 4, 1996. The SD20s are used mainly on TC&W's daily run from Hopkins to St. Paul over CP/Soo Line because of the steep grade on Short Line Hill.

Railnews

EX-WP GP9s 300 AND 306, bought from Helm Leasing by the Feather River Railroad Museum (February 1996 RAILNEWS) were at Council Bluffs, Iowa, on December 26. The UP had them shipped to Portola, Calif., during January. The units were stenciled FRW for the museum's common carrier subsidiary Feather River & Western.

KODACHROME: J.W. SWANBERG

A READING BALDWIN was the feature attraction of a Kermit Geary, Jr., night photo session in November 1995. But don't panic if you haven't heard about this latest historic restoration — it's a 16-inch gauge model on the Reading Society of Model Engineers' railroad near Temple, Pa. The two-foot-tall Baldwin AS416, lettered "Laurel Run," (**below**) is powered by a Ford Model A engine. Based in Reading, Penn., RSME began in the 1940s, and its roughly 25 members built all of the equipment by hand, including more than a mile of track.

KODACHROME: KERMIT GEARY, JR.

METRO-NORTH FL9s are being repainted in the silver-with-blue-stripe scheme that was introduced on M-N's GE Genesis units in October 1995. The 2007 was at North White Plains, New York, on November 30.

P&W TRAIN CT-2 appeared overpowered as it departed New Haven, Conn., on November 26 (**below**) with one boxcar of lumber sandwiched neatly among five U23B's. The units returned from Danbury later that day with 40 empty stone cars. See RAILNEWS.

KODACHROME: J.W. SWANBERG

TOP: AP PHOTO, TIM SHAFFER / ABOVE: KODACHROME, TODD ATKINSON

KODACHROME, BRUCE KELLY

WINTER STORMS played havoc with Eastern railroads. Amtrak's eastbound *Cardinal* was held at South Charleston, W.V., (**left**) on January 8, 1996, due to heavy snow on the track. Conrail's Southern Tier main east of Binghamton, N.Y., which sees little freight traffic during the day, handled four intermodal trains in the sunshine on January 13, including NYS&W 555 and Conrail TV78, which met at Port Jervis (**below**). The 555's pooled CP power included an SD40, HLCX (ex-BCR) SD40-2 6209 and "red flare" SD40M-2 5495. On January 21, a pair of SD60M's off disabled Conrail train BAPI-0 remained trapped in ice (**above**) near Creswell, Pa., after being submerged by the flood-swollen Susquehanna River. See pages 38-39 for details.

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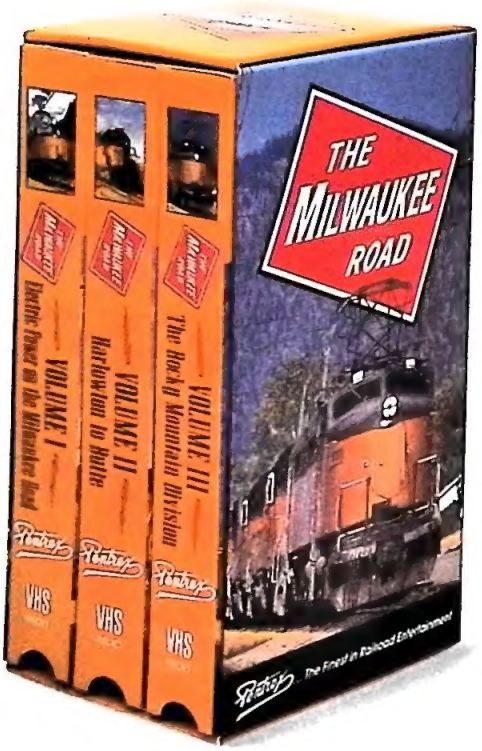

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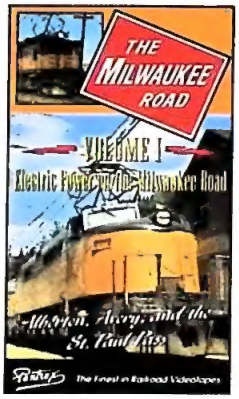
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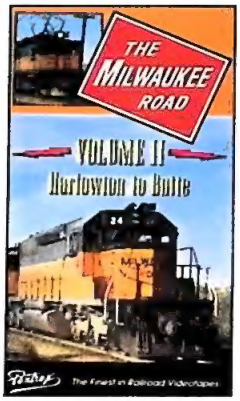

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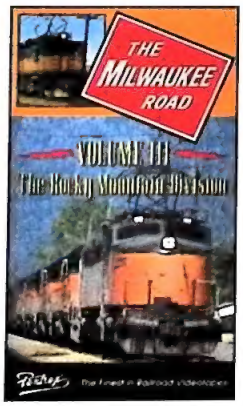

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